APPENDIX A

Notice of Preparation (NOP) and Initial Study

Appendices

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California Environmental Quality Act

NOTICE OF PREPARATION

Date: May 29, 2013
To: Responsible Agencies and Interested Parties
Subject: Notice of Preparation of an Environmental Impact Report and Public Scoping Meeting for the City of La Habra General Plan Update

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NOTICE IS HEREBY GIVEN that the City of La Habra has prepared an Initial Study for the City of La Habra General Plan Update and has determined that an Environmental Impact Report (EIR) is necessary. Pursuant to Public Resources Code Section 21165 and the California Environmental Quality Act Guidelines (CEQA Guidelines) Section 15050, the City of La Habra is the Lead Agency for the project. The purpose of this notice is (1) to serve as a Notice of Preparation (NOP) of an EIR pursuant to the CEQA Guidelines Section 15082, (2) to advise and solicit comments and suggestions regarding the scope and content of the EIR to be prepared for the proposed project, and (3) to notice the public scoping meeting. Copies of the Initial Study are available for review at the following locations:

City of La Habra, Planning Division
201 East La Habra Boulevard
La Habra, CA 90631

La Habra Library
221 East La Habra Boulevard
La Habra, CA 90631

The document can also be accessed online at http://www.lahabrageneralplanupdate.com/

Notice of Availability: Pursuant to Public Resources Code Section 21080.4 and CEQA Guidelines Section 15082, the Initial Study will be available for a 30-day public review beginning on May 31, 2013, through June 29, 2013. The City, as Lead Agency, requests that responsible and trustee agencies respond in a manner consistent with Section 15082(b) of the CEQA Guidelines. All comments and responses to this Notice of Preparation should be submitted in writing to Michael Haack, Director of Community and Economic Development, City of La Habra, 201 East La Habra Boulevard, La Habra CA 90631, by **June 29, 2013**.

Scoping Meeting: The City will conduct a public scoping meeting in conjunction with this NOP in order to present the project and the EIR process and to receive public comments and suggestions regarding the scope and content of the EIR. The meeting will be held:

June 12, 2013 at 6:30 p.m.
La Habra Community Center
Valle Verde Room
101 West La Habra Boulevard
La Habra, CA 90631

Project Title: La Habra General Plan Update

Project Location: The City of La Habra is located in the northwest corner of Orange County situated within the La Habra Basin between the Puente Hills on the north and the Coyote Hills on the south. The City borders the Orange-Los Angeles County line and is immediately adjacent to the Los Angeles County cities of Whittier, La Habra Heights, and La Mirada on the west and north; and the Orange County cities of Brea and Fullerton on the east and south. State Routes 39, 72, and 90 traverses the City as surface streets. The City's sphere of influence (SOI) includes six small areas of unincorporated Orange County

that are located between the City and the Orange-Los Angeles County border. The planning area for the proposed project includes both the City and its SOI.

Project Description: The project is an update to the City of La Habra General Plan. The General Plan Update is intended to shape future development within the City and involves reorganization of the current General Plan into elements that are grouped into the following chapters: Community Development, Mobility/Circulation, Infrastructure, Community Services, Conservation and Natural Resources, and Community Safety. The General Plan Update will also revise the General Plan land use map. Buildout of the General Plan Update would result in a population of 74,831 people, 25,153 residential units, 12,523,299 square feet of nonresidential development, and 25,634 jobs in the City. The proposed project also includes a Climate Action Plan that will address recently enacted legislation addressing climate change.

Environmental Issues: Based on the Initial Study prepared for the proposed project, the City anticipates that the following environmental impacts will need to be addressed in the EIR:

- Aesthetics
- Air Quality
- Cultural Resources
- Geology & Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology & Water Quality
- Land Use & Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation & Traffic
- Utilities & Service Systems

The Draft EIR will address the short- and long-term effects of the General Plan Update on the environment. Mitigation measures will be proposed for impacts that are determined to be significant.

Project Sponsor: City of La Habra
Consulting Firm: The Planning Center|DC&E

Date: May 29, 2013

Signature: _____

Michael Haack
Director of Community and Economic Development

INITIAL STUDY FOR:

LA HABRA GENERAL PLAN UPDATE

prepared for:

CITY OF LA HABRA

Contact:
Michael Haack
Director of Community and Economic Development

prepared by:

THE PLANNING CENTER|DC&E

Contact:
Nicole Morse, Esq.
Senior Associate

MAY 2013

INITIAL STUDY
FOR:

LA HABRA

GENERAL PLAN

UPDATE

prepared for:

CITY OF LA HABRA

201 E. La Habra Boulevard
La Habra, CA 90631
Tel: 562.905.9724

Contact:
Michael Haack
Director of Community and Economic Development

prepared by:

THE PLANNING CENTER|DC&E

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Senior Associate

COLH-01.0

MAY 2013

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1. Introduction

The City of La Habra is circulating for public review and comment this Notice of Preparation (NOP) and Initial Study (IS) for the City of La Habra General Plan Update (proposed project). This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended, to determine if approval of the discretionary actions requested and subsequent development would have a significant impact on the environment.

As defined by Section 15063 of the CEQA Guidelines, an Initial Study is prepared primarily to provide the lead agency with information to use as the basis for determining whether a negative declaration, mitigated negative declaration, or environmental impact report (EIR) would be appropriate for providing the necessary environmental documentation and clearance for the proposed project.

1.1 PROJECT LOCATION

The City of La Habra is in the northwest corner of Orange County where it borders Los Angeles County. As shown in Figure 1, *Regional Location*, the City is surrounded by the cities of Whittier and La Habra Heights to the northwest, Brea to the east, Fullerton to the south, and La Mirada to the west. Three California state highways traverse the City, although all three operate as surface streets. State Route 72 travels east–west as Whittier Boulevard west of Beach Boulevard. State Route 39 travels north–south as Beach Boulevard and then east–west as Whittier Boulevard east of Beach Boulevard. State Route 90 travels east-west as Imperial Highway east of Beach Boulevard. The City's sphere of influence (SOI) includes six small areas of unincorporated Orange County between the City and the Orange-Los Angeles county border (see Figure 2, *Citywide Aerial*). The planning area for the proposed project includes both the City and its SOI.

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

The planning area encompasses 4,844 acres (or 7.6 square miles). As shown in Table 1, *Existing Land Use Summary*, and Figure 3, *Existing Land Uses*, the majority (55.5 percent) of the planning area is single-family land uses. With a few exceptions, existing commercial uses are concentrated along La Habra's major arterial roadways: Beach Boulevard (SR-39), Harbor Boulevard, Imperial Highway (SR-90), La Habra Boulevard, and Whittier Boulevard (SR-72). Multifamily residential uses are widely dispersed, but are generally near these same corridors. Existing industrial uses are highly concentrated in the east-central area of the City, between Euclid Street and Harbor Boulevard, and between the Union Pacific Railroad and Imperial Highway. Schools and parks are evenly distributed throughout the City.

La Habra is almost completely built out and does not contain any major water bodies, large expanses of open space, or substantial areas of vacant land.

Table 1
Existing Land Use Summary

Land Use	Acres	Percent of Planning Area	Typical Densities and FARs	Estimated Yield
City Limits				
Residential				
Single Family Residential	1,832	38%	6.3 units/acre	11,541 units
Multi-Family Residential	463	9%	15.05 units/acre	6,968 units
Mobile Home Park	84	2%	8.1 units /acre	680 units
Subtotal	2,379	49%	–	19,189
Mixed Use				
Mixed Use Residential/Commercial	6	<1%	12.0 units/acre; 0.25 FAR	72 units; 66,340 SF
Mixed Use Commercial/Industrial	7	<1%	0.35 FAR	106,722 SF
Subtotal	13	<1%	–	178 units; 173,062 SF
Commercial				
General Commercial	284	6%	0.25 FAR	3,092,760 SF
Neighborhood Commercial	5	<1%	0.25 FAR	54,450 SF
Commercial Shopping Center	111	2%	0.30 FAR	1,450,548 SF
Central Business District	14	<1%	0.27 FAR	164,657 SF
Subtotal	414	9%	–	4,762,415
Office				
Professional Office	18	<1%	0.27 FAR	211,702 SF
Medical Office	1	<1%	0.27 FAR	11,761 SF
Subtotal	19	<1%	–	223,463 SF
Industrial				
Industrial	268	6%	0.25 FAR	2,918,520 SF
Subtotal	268	6%	–	2,918,520 SF
Public				
Public Facility	29	1%	–	–
Utilities (e.g., sub-station)	18	<1%	–	–
School	225	5%	–	–
Subtotal	272	6%	–	–
Open Space, Parks, and Recreation				
Open Space	24	<1%	–	–
Parks and Recreation	301	6%	–	–
Subtotal	325	7%	–	–
Other				
Church	44	1%	–	–
Right-of-Way/Roads	899	19%	–	–
Railroad Right-of-Way	54	1%	–	–
Vacant Land	31	1%	–	–
Subtotal	1,028	21%	–	–
Subtotal in City Limits	4,718	97.5%	–	19,261 units; 8,076,460 SF
County Islands (Sphere of Influence)				
Residential				
Single Family Residential	104	2%	6.3 units/acre	655 units
Multi-Family Residential	<1%	<1%	15.05 units/acre	8 units
Subtotal	104	2%	–	663 units

Table 1
Existing Land Use Summary

Land Use	Acres	Percent of Planning Area	Typical Densities and FARs	Estimated Yield
Commercial				
General Commercial	1	<1%	0.25 FAR	10,890
Subtotal	1	<1%	–	10,890
Other				
Right-of-way/Roads	20	<1%	–	–
Subtotal	20	<1%	–	–
Subtotal in County Islands	126	3%	–	663 units; 10,890 SF
TOTAL	4,844	100%	–	19,924 units; 8,087,350 SF

Source: Atkins 2013.
Note: Information is based on the actual uses of the land and reflects the existing built environment, which differs from the City's 2020 General Plan land use designations (i.e., uses for which the land is planned) and zoning (i.e., how the land is regulated).
SF=square feet

1.2.2 Surrounding Land Use

The planning area is generally surrounded by hillside single-family residential neighborhoods in La Habra Heights to the north, industrial uses and a mixture of residential neighborhoods in Brea to the east, single-family residential areas and undeveloped portions of the West Coyote Hills in Fullerton to the south, and single family residential neighborhoods in La Mirada and Whittier to the west. Except for the West Coyote Hills, the planning area is completely surrounded by urban land uses.

1.2.3 Current General Plan

The current La Habra General Plan (La Habra 2020 General Plan) was adopted on July 31, 1990, and contains three components:

1) Environmental Management Plan: Open Space, Conservation, and Safety & Noise

2) Community Development Plan: Economic Development, Housing, Land Use/Circulation, and Community Identify

3) Regional Issues: Air Quality and Growth Management

Table 2, *Current General Plan Land Use Designations*, presents a breakdown of current General Plan land use designations in La Habra. As shown in Table 2 and Figure 4, *2020 General Plan Land Use Plan*, 19 land use designations currently regulate development in the City. The largest land use designation is Low Density Residential, which makes up approximately 39 percent of the planning area. Residential land use designations, in general, represent 55 percent of the planning area.

Table 2
Current General Plan Land Use Designations

Land Use Designation	Acres	Percent of Planning Area[1]	Current General Plan Densities/FAR	Development Capacity
City Limits				
Residential[2]				
Rural Density (0–3 Families/Acre)	6	–	0–3 units/acre	0–18 units
Low Density (4–8 Families/Acre)	1,911	–	4–8 units/acre	7,646–15,292 units
Medium Density (9–14 Families/Acre)	175	–	9–14 units/acre	1,575–2,450 units
High Density (15–23 Families/Acre)	350	–	15–23 units/acre	5,250–8,050 units
Mobile Home Park (8–13 Families/Acre)	83	–	8–13 units/acre	664–1,079 units
Transitional up to 23 Families/Acre	13	–	9–23 units/acre	117–299 units
Euclid Street Specific Plan	11	–	8.21[3] units/acre	91 units
Voit Specific Plan	0.5	–	6[4] units/acre	3 units
Lambert/Idaho Specific Plan	18.5	–	9.5[5] units/acre	112 units
Subtotal	2,568	53%	–	15,252–27,394 units
Commercial[6]				
Neighborhood Commercial	40	–	0.30 FAR	522,720 SF
Community Shopping Center	115	–	0.50 FAR	2,504,700 SF
Central Business District	21	–	0.50 FAR	457,380 SF
Highway Commercial	195	–	0.30 FAR	2,548,260 SF
Professional Office	26	–	0.70 FAR	792,792 SF
Subtotal	397	8%	–	6,825,852 SF
Industrial				
Commercial Industrial	168	–	0.50 FAR	3,659,040 SF
Light Industrial	196	–	0.45 FAR	3,841,992 SF
Railroad Right-of-Way	54	–	–	–
Subtotal	418	8.5%	–	7,501,032 SF
Open Space[7]				
Parks, Flood Channels[8]	303	–	–	–
Subtotal	303	6%	–	–
Public Facility[6]				
Public Facility[9]	133	–	–	–
Subtotal	133	3%	–	–
Right-of-Way/Roads				
Right-of-Way/Roads	899	–	–	–
Subtotal	899	19%	–	–
Subtotal in City Limits	4,718	97.5%	–	15,252–27,394 units; 14,326,884 SF
County Islands (Sphere of Influence)				
Residential				
Low Density (4–8 Families/Acre)	103	–	4–8 units/acre	412–824 units
High Density (15–23 Families/Acre)	<1%	–	15–23 units/acre	7–11 units
Subtotal	104	2%	–	419–835 units
Commercial				
Highway Commercial	1	–	0.30 FAR	13,068
Subtotal	1	<1%	–	13,068
Other				
Right-of-way/Roads	20	<1%	–	–
Subtotal	20	<1%	–	–
Subtotal in County Islands	126	3%	–	419–835 units; 13,068 SF
TOTAL	4,844	100%	–	15,671–28,229 units; 14,339,952 SF

Table 2
Current General Plan Land Use Designations

Land Use Designation	Acres	Percent of Planning Area[1]	Current General Plan Densities/FAR	Development Capacity

Source: Atkins 2013.
Note: SF=square feet
[1] The acreage percentage of General Plan land use designations reflected in Table 2 does not exactly align with the acreage percentage of the La Habra Municipal Code Land Use Zones because not all City-adopted specific plan areas are reflected on the General Plan Land Use Map.
[2] Includes the La Habra Boulevard Specific Plan and La Habra Hills Specific Plan areas.
[3] Units (i.e., development capacity) are "not to exceed" based on Euclid Street Specific Plan; development density included.
[4] Units (i.e., development capacity) are "not to exceed" based on Voit Specific Plan; density calculated based on acreage.
[5] Units (i.e., development capacity) are "not to exceed" based on Lambert/Idaho Specific Plan; density calculated based on 11.77 acres of Residential-Single Family Detached land use. Remaining acreage is Recreation and Open Space Area and Other (includes circulation) land use.
[6] Includes the La Habra Boulevard Specific Plan area.
[7] Includes the La Habra Hills Specific Plan area.
[8] Includes the 153-acre Westridge Golf Course.
[9] Includes fire stations, Civic Center uses, electrical substations, schools, and other public and private uses.

1.3 PROJECT DESCRIPTION

The proposed project is an update to the City of La Habra General Plan. The La Habra General Plan Update is intended to shape future development in the City and its SOI. The update is guided by a vision statement that was developed by the City's General Plan Advisory Committee, Planning Commission, and City Council with input from the community. The vision statement was approved by the Commission and Council on July 18th, 2011.

1.3.1 General Plan Vision Statement

Who We Are: Our Community

- La Habra is a community where we know and care for our neighbors, actively participate in events, shop at our local businesses, have a built environment of low rise buildings, and walk to our parks, schools, and business districts.
- We distinguish La Habra as a special place apart from the undifferentiated sprawl of Southern California by this character.
- We celebrate the history and culture that uniquely define La Habra.
- We support the energy, enthusiasm, and activities of our residents reaching out to help our neighbors.
- We value our natural environmental setting as a community set in a valley framed by hillsides and distinguished by extensive tree canopies and landscaping.
- Our community provides a diversity of uses, lifestyle choices, and amenities that provide an environment attractive and supportive for lifelong living for all residents.

How We Will Grow and Develop

- We will encourage the development of new housing and businesses that is compatible with and maintains the character and identity of La Habra.

- We strive to establish development patterns consistent with the existing community character, provide multiple modes of transportation, and construct infrastructure that is more sustainable and environmentally friendly through improvements that achieve reduction of such elements as energy use, water consumption, and greenhouse gas emissions.

- Our community is balanced with places for living, working, shopping, recreation, entertainment, cultural enrichment, education, and enjoying nature.

Our Residential Neighborhoods

- We will preserve, maintain, and enhance our residential neighborhoods with well-maintained housing and properties, parks, schools, and other amenities contributing to the quality of life of our residents.

Our Businesses and Economy

- We have vital, economically prosperous, and diverse commercial districts that offer goods and services enabling us and neighbors to shop locally and attract customers from our neighboring cities.

- Our retail stores, offices, restaurants, and entertainment uses are clustered in distinctly identifiable and well-designed centers with pedestrian-oriented amenities and supporting parking facilities that are accessible.

- We will maintain a mix and intensity of commercial and office uses that provide sufficient revenue to sustain a high level of services for our residents.

- We place a high priority on reinvestment and revitalization of the community to improve the quality and vitality of our commercial corridors including Whittier and La Habra Boulevards, which could include the development of mixed-use residential and commercial projects.

- We will expand opportunities for the development of businesses that offer jobs for our residents and lessen the need to commute to other communities.

Our Community Facilities

- We provide and maintain quality community facilities and programs that are accessible to the diversity of our residents including seniors, youth, and special-needs groups.

- We value and maintain our parks as places for recreation that contributes to the health of our residents and that provide opportunities for meeting and socializing with our neighbors.

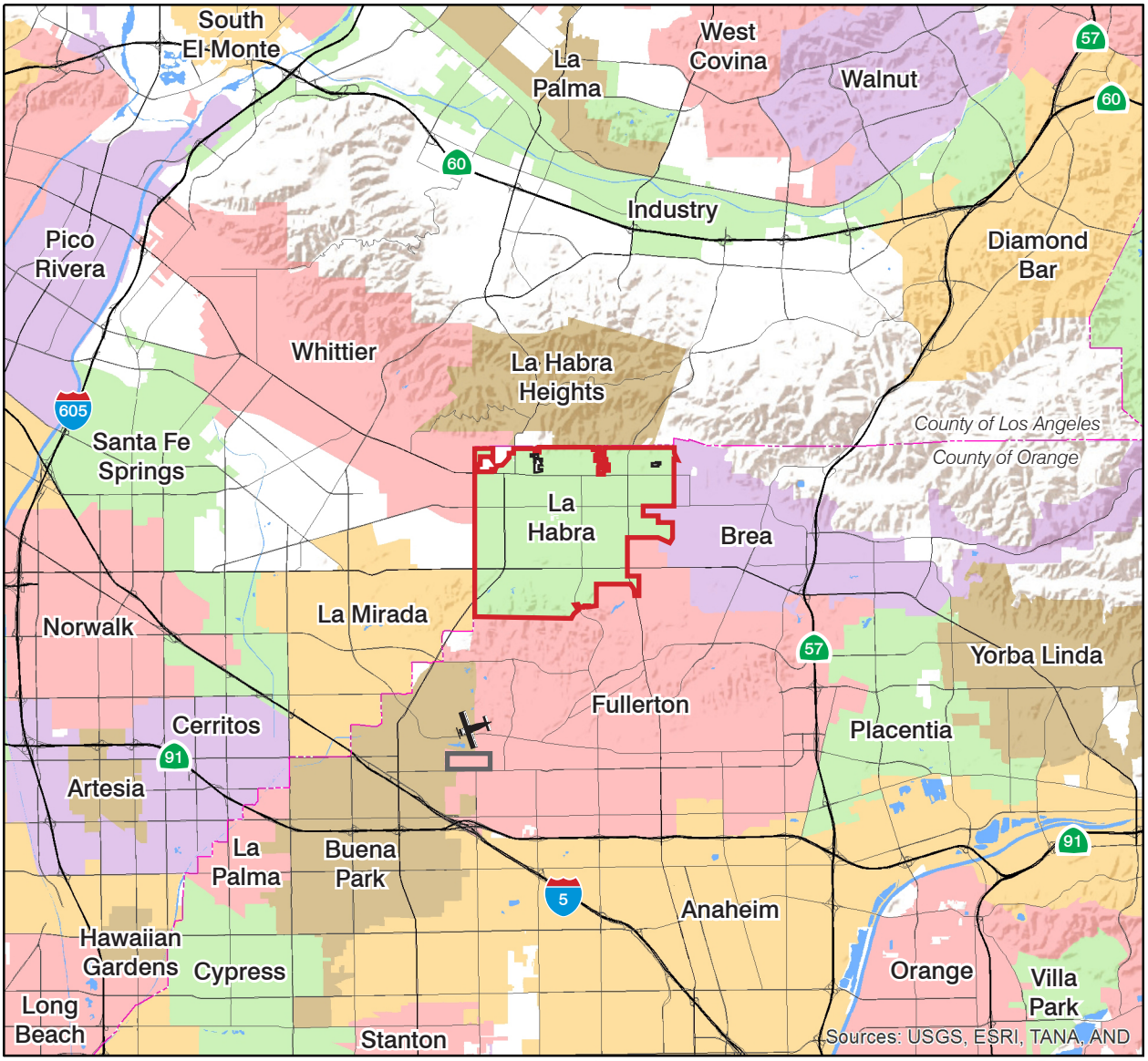
- We place a high priority on providing a quality education for our students, enabling them to excel academically and secure quality jobs and incomes.

Our Infrastructure

- We will enhance mobility, utility infrastructure, and community services to support businesses providing goods and services and job opportunities for our residents.

- We will maintain high levels of mobility along La Habra's arterial highways and discourage cut-through traffic in our residential neighborhoods.

Regional Location



City Boundary

County Boundary

Fullerton Municipal Airport

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Scale (Miles)

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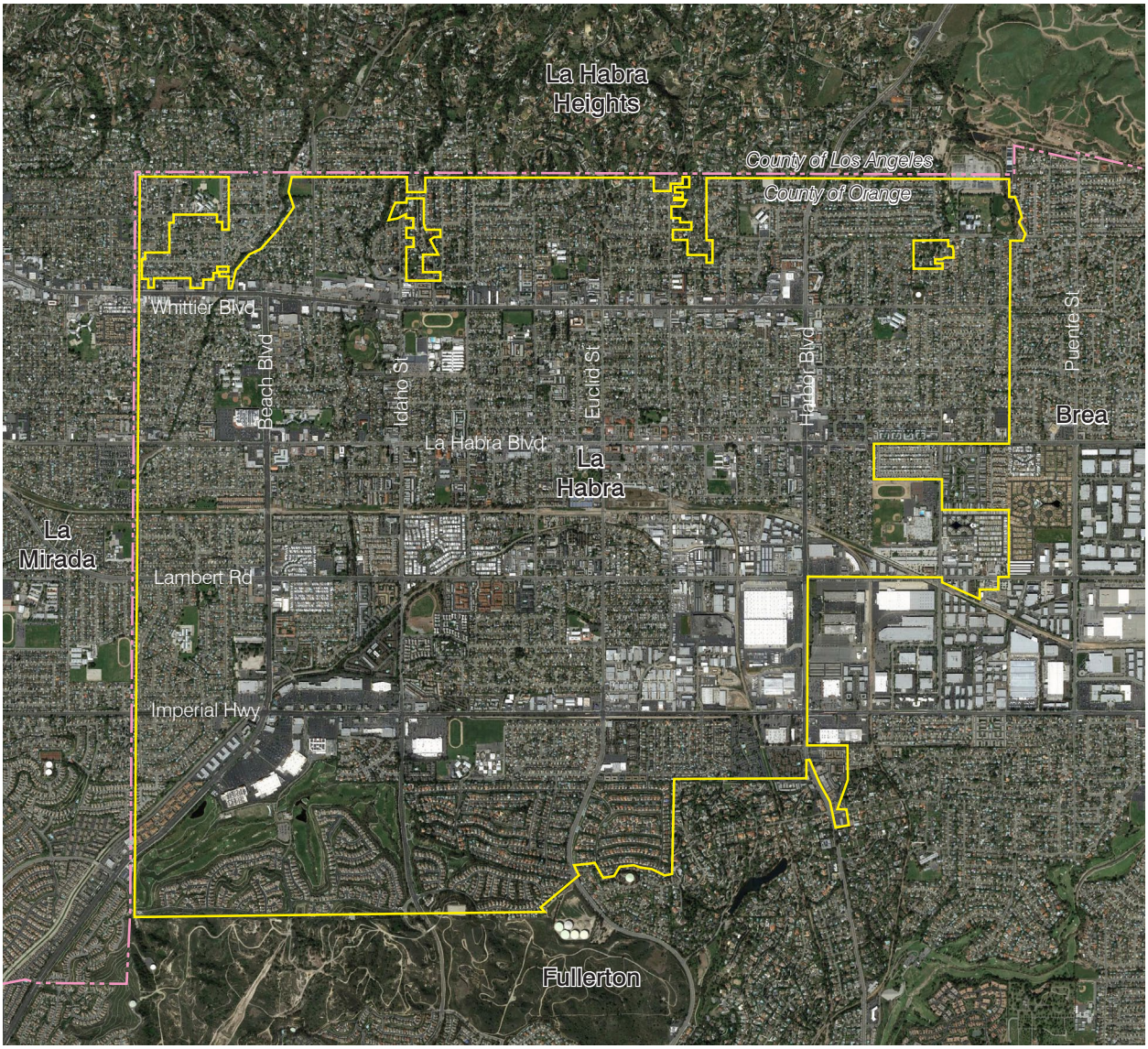
Citywide Aerial



City Boundary

County Boundary

0 1
Scale (Miles)

Source: Google Earth Pro 2012

1. Introduction

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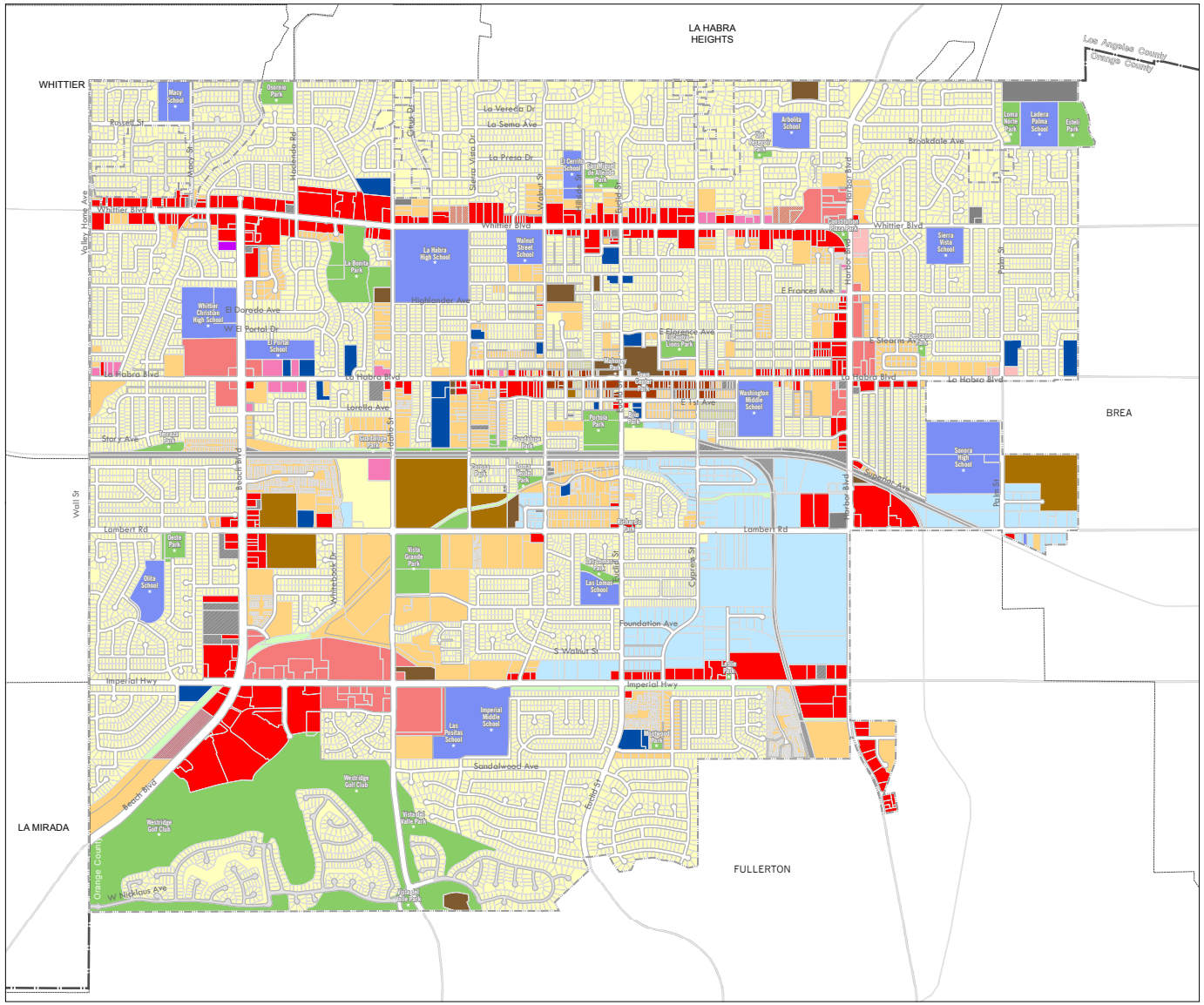
Existing Land Uses



Existing Land Use

- Single Family Residential
- Single Family Residential/Second Unit
- Multi-Family Residential
- Mobile Home Park
- Mixed Use Commercial/Residential
- Mixed Use Commercial/Industrial
- General Commercial
- Neighborhood Commercial
- Commercial Shopping Center
- Central Business District
- Professional Office
- Medical Office
- Church
- Industrial
- Open Space
- Park and Recreation
- Public Facility
- School
- Railroad ROW
- Utility
- Vacant
- Roads ROW
- Railroad
- City Limits
- County Boundary

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1. Introduction

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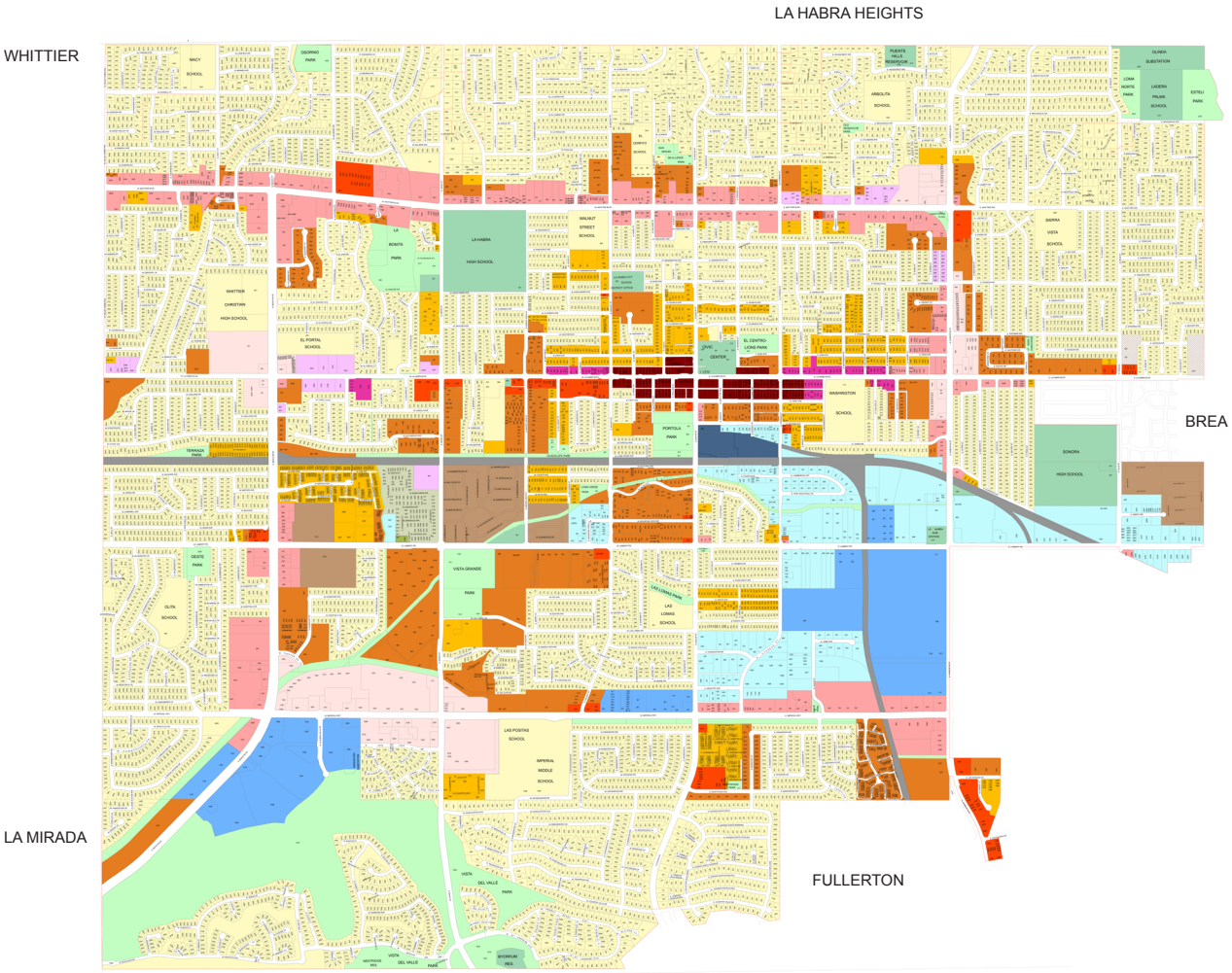
2020 General Plan Land Use Plan



LAND USE CLASSIFICATION

RESIDENTIAL
- Rural Density 0-3 Families/Acre
- Low Density 4-8 Families/Acre
- Medium Density 9-14 Families/Acre
- High Density 15-23 Families/Acre
- Mobile Home Park 8-13 Families/Acre
- Transitional up to 23 Families/Acre
- Lambert/Idaho Specific Plan
- Voit Specific Plan
- Euclid Street Specific Plan

COMMERCIAL
- Neighborhood Commercial
- Community Shopping Center
- Central Business District
- Highway Commercial
- Professional Office

INDUSTRIAL
- Commercial Industrial
- Light Industrial
- Railroad R-O-W

OPEN SPACE
- Parks, Flood Channels

PUBLIC FACILITY
- Fire
- Police
- Civic Center
- Utilities
- Other

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Scale (Miles)

Source: City of La Habra

1. Introduction

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- We will offer options for travel for our residents, including choices for transit, bicycling, and walking.

- Our streetscapes will be attractive places to travel and walk containing extensive landscape, well-designed wayfinding signage, and undergrounded utilities.

- We will explore creative opportunities for the re-use of the railroad corridor for pedestrian, bike, and equestrian paths, as well as for public transit.

- We provide state-of-the-art infrastructure enabling residents and businesses to access cutting-edge technology supporting their lifestyles and needs and to attract development of new innovation-based industries.

- Our transportation systems are connected with and provide efficient access to and from our adjoining communities in the region.

Our Natural Environment

- We will explore creative solutions for the enhancement and expansion of our open space resources.

- Public safety of our residents is a high priority and we will support our police, fire, and other contributing service agencies.

1.3.2 Proposed General Plan Elements

The General Plan Update involves reorganization of the current General Plan into the following elements:

Chapter 1: Introduction

Chapter 2: Community Development

A. Land Use
B. Economic Development
C. Housing
D. Historic/Cultural Resources
E. Community Identity
F. Growth Management

Chapter 3: Mobility/Circulation

A. Regional and Local Roadway Network/Facilities
B. Goods Movement
C. Non-Motorized/Alternative Transportation System
D. Transportation Demand Management
E. Traffic Management Programs
F. Intelligent Transportation Systems

Chapter 4: Infrastructure

A. Water System
B. Sewer System

C. Storm Drain System
D. Water Quality
E. Energy
F. Telecommunications
G. Solid Waste Management and Recycling

Chapter 5: Community Services

A. Open Space, Parks, Trails, and Recreation
B. Libraries
C. Schools
D. Police Service
E. Fire Service

Chapter 6: Conservation and Natural Resources

A. Biological Resources/Habitat
B. Water/Watershed/Groundwater Recharge
C. Air Quality and Climate
D. Scenic and Mineral Resources

Chapter 7: Community Safety

A. Natural Hazards
B. Emergency Preparedness
C. Noise
D. Hazardous Waste

1.3.3 Proposed Land Use Designations

Table 3 outlines the proposed land use designations and summarizes the acreage and total percentage of each land use designation. Proposed land uses are also shown in Figure 5, *Proposed Land Use Plan*.

Table 3
Proposed General Plan Land Use Designations

Land Use	Acres	Dwelling Units	Population	Nonresidential Square Feet	Employees
Residential					
Low Density	2,053.7	12,326	38,215	–	–
Mobile Home Park	83.3	1,084	1,951	–	–
Medium Density	137.2	1,790	5,291	–	–
Multi-Family 1	383.5	7,541	23,641	–	–
Multi-Family 2	8.2	152	425.0	–	–
Multi-Family 3	10.7	238	523.2	–	–
Multi-Family High	7.4	122	219.2	–	–
Subtotal	2,684.0	23,253	70,264	–	–
Commercial					
Neighborhood Commercial	29.7	–	–	387,335	872
Community Shopping Center	179.0	–	–	3,115,542	7,010
Commercial Highway	69.5	–	–	908,618	2,045
Professional Office Priority	17.6	–	–	447,535	1,007
Transitional	5.6	–	–	121,249	273
Subtotal	301.4	–	–	4,980,280	11,206
Industrial					
Commercial/Industrial	117.5	–	–	2,030,767	4,001
Light Industrial	191.9	–	–	4,082,182	7,348
Subtotal	309.4	–	–	6,112,949	11,349
Mixed Use					
Mixed Use Center 1	33.7	406	1,257	317,529	778
Mixed Use Center 2	18.7	420	924	127,757	86
Mixed Use Center 3	26.4	227	731	278,949	628
Central District Mixed Use	13.5	249	448	240,832	542
Corridor Mixed Use 1	45.4	479	931	364,155	819
Corridor Mixed Use 2	8.9	104	229	65,564	148
Corridor Mixed Use 3	3.6	15	47	35,284	79
Subtotal	150.2	1,900	4,567	1,430,070	3,080
Open Space					
Parks, Flood Channels	302.0	–	–	–	–
Subtotal	302.0	–	–	–	–
Other					
Public Facility	127.8	–	–	–	–
Railroad	15.3	–	–	–	–
Right-of-way (ROW)[1]	953.9	–	–	–	–
Subtotal	1097.0	–	–	–	–
TOTAL	4,844	25,153	74,831	12,523,299	25,634
Existing Land Uses	4,844	19,924	–	8,087,350	–
Difference	–	5,229	–	4,435,949	–

Source: Atkins/The Planning Center|DC&E 2013.

[1] A majority of ROW in the City does not consist of parcels and is therefore not included in digital parcel information. Acreage for the "Right-of-way" land use category was calculated by subtracting all parcels in the City from the City's total acreage, since ROW is the only land use not accounted for within parcels.

1.3.4 Climate Action Plan

The proposed project will also include a Climate Action Plan (CAP) that will address recently enacted legislation addressing climate change including Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and Senate Bill (SB) 375 (Chapter 728, Steinberg, Statutes of 2008). The CAP identifies goals for relating to the City's impact on climate change and will identify ways in which land uses, transportation modes, buildings, and people in La Habra can reduce their greenhouse gas emissions.

1.4 CITY ACTION REQUESTED

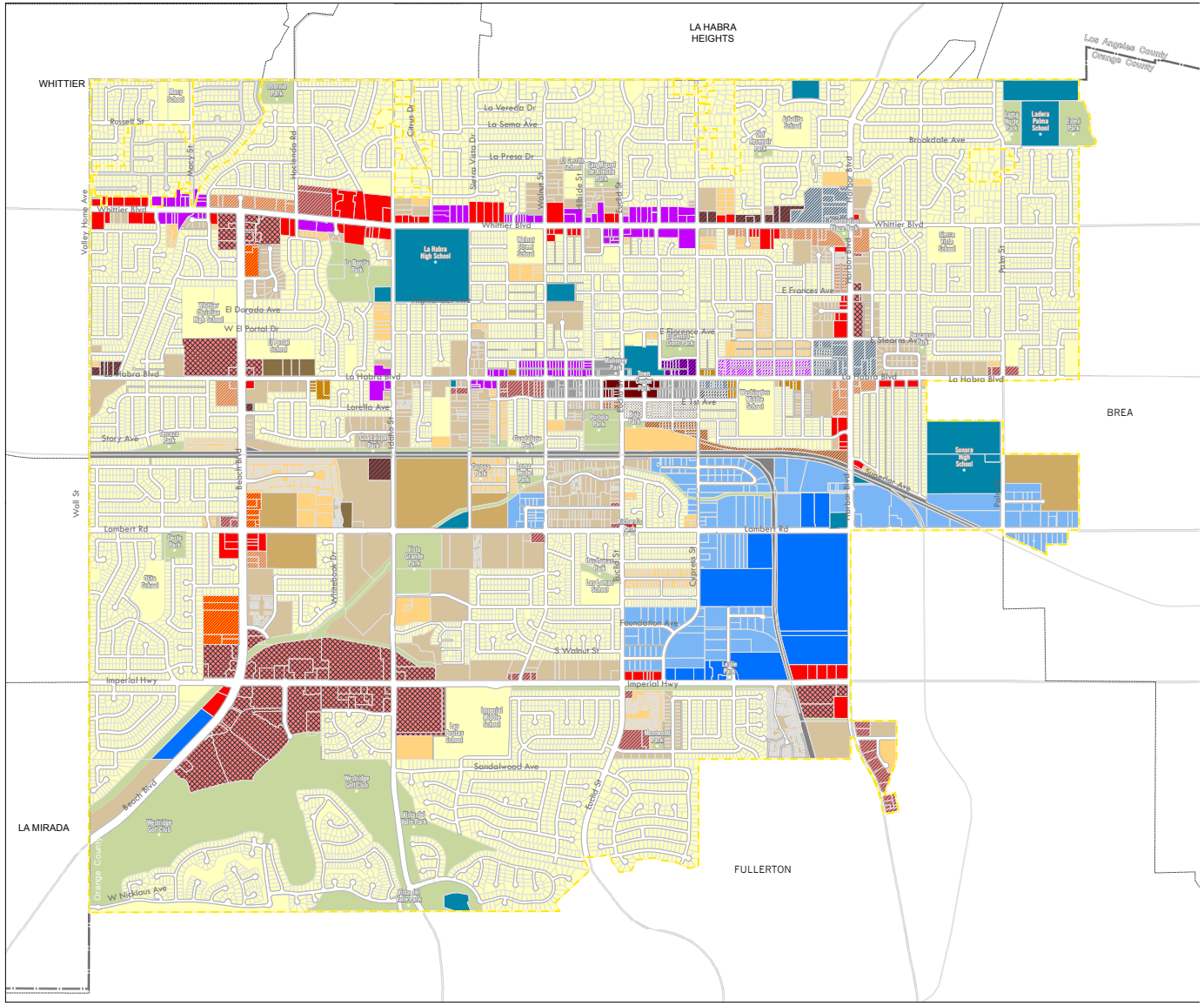
The La Habra City Council is the City's legislative body and the approving authority for the City of La Habra General Plan Update. In order to implement the General Plan, the City Council must take the following actions:

- Certification of the City of La Habra General Plan Update EIR
- Adoption of Findings of Fact (and Statement of Overriding Considerations, if required)
- Adoption of a Mitigation Monitoring and Reporting Program
- Adoption of the City of La Habra General Plan Update
- Adoption of the Climate Action Plan

1.5 RESPONSIBLE AGENCIES

A public agency other than the lead agency that has discretionary approval power over a project is a responsible agency, as defined by CEQA Guidelines. Adoption of the City of La Habra General Plan Update does not require permits or approvals from any other agency, with the exception of the housing element. The Department of Housing and Community Development (HCD) approves the City's Housing Element; therefore, it is also a responsible agency for the proposed project.

Proposed Land Use Plan



Residential
- Low Density (4-8 units/ac)
- Medium Density (9-14 units/ac)
- Residential Multi-Family 1 (15-24 units/ac)
- Residential Multi-Family 2 (25-30 units/ac)
- Residential Multi-Family 3 (31-36 units/ac)
- Residential Multi-Family High (37-50 units/ac)
- Mobile Home Park (8-13 units/ac)

Commerical
- Neighborhood Commercial (0.3 FAR)
- Community Shopping Center (0.5-0.8 FAR)
- Commerical Highway (0.3 FAR)
- Commercial Professional/Office Priority (1.5 FAR)
- Professional Office (0.7 FAR)

Industrial
- Commercial Industrial (0.5-0.8 FAR)
- Light Industrial (0.45-0.8 FAR)
- Railroad ROW

Mixed-Use
- Mixed-Use Center 1 (MU-1.5 FAR; Commercial 0.8 FAR; MF-1 15-24 units/ac)
- Mixed-Use Center 2 (MU-1.5 FAR; Commercial 0.8 FAR; MF-3 31-36 units/ac)
- Mixed-Use Center 3 (MU-1.5 FAR; Commercial 0.8 FAR; MF-H 37-50 units/ac)
- Central District Mixed-Use 1 *
- Central District Mixed-Use 2 **
- Corridor Mixed-Use 1 (Commercial 0.8 FAR; MF-1 15-24 units/ac)
- Corridor Mixed-Use 2 (Commercial 0.8 FAR; MF-3 31-36 units/ac)
- Corridor Mixed-Use 3 (Commercial 0.8 FAR; MF-1 15-24 units/ac)
- Transitional (0.40 FAR/up to 23 Families per acre)

Open Space
- Parks, Flood Channels

Public Facility
- Public Facility
- Railroad
- City Limits
- County Boundary

* If aggregated, MU-1.5 FAR, Commercial 0.8 FAR; if not aggregated, Commercial 0.8 FAR, MU-0.8 FAR or MF-H 37-50 du/ac.

** If parcels aggregated with those fronting La Habra Blvd., MU-1.5 FAR, Commercial 0.8 FAR; if not aggregated, Commercial 0.8 FAR, MU-0.8 FAR or MF-3 31-36 du/ac.

0 0.5
Scale (Miles)

1. Introduction

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2. Environmental Checklist

2.1 BACKGROUND

1. **Project Title:** La Habra General Plan Update

2. **Lead Agency Name and Address:**
   City of La Habra
   201 E. La Habra Blvd.
   La Habra, CA 90631

3. **Contact Person and Phone Number:**
   Michael Haack
   Director of Community and Economic Development
   (562) 905-9724

4. **Project Location:** The City of La Habra is in the northwest corner of Orange County situated within the La Habra Basin between the Puente Hills on the north and the Coyote Hills on the south. The City borders the Orange-Los Angeles County line and is immediately adjacent to the Los Angeles County cities of Whittier, La Habra Heights, and La Mirada on the west and north; and the Orange County cities of Brea and Fullerton on the east and south. State Routes 39, 72, and 90 traverse the City as surface streets. The City's sphere of influence includes six small areas of unincorporated Orange County that are between the City and the Orange-Los Angeles County border.

5. **Project Sponsor's Name and Address:**
   City of La Habra
   201 E. La Habra Blvd.
   La Habra, CA 90631

6. **General Plan Designation:** Various General Plan designations throughout the City. See Table 2.

7. **Zoning:** Various zoning designations throughout the City.

8. **Description of Project:** A detailed description is included in Section 1.3.

9. **Surrounding Land Uses and Setting:** The planning area is generally surrounded by hillside single-family residential neighborhoods of La Habra Heights to the north, industrial uses and a mixture of residential neighborhoods in Brea to the east, single-family residential areas and undeveloped portions of the West Coyote Hills in Fullerton to the south, and single family residential neighborhoods in La Mirada and Whittier to the west.

10. **Other Public Agencies Whose Approval Is Required** (e.g., permits, financing approval, or participation agreement): Department of Housing and Community Development (HCD).

2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

☒ Aesthetics	☐ Agricultural and Forest Resources	☒ Air Quality
☐ Biological Resources	☒ Cultural Resources	☒ Geology / Soils
☒ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials	☒ Hydrology / Water Quality
☒ Land Use / Planning	☐ Mineral Resources	☒ Noise
☒ Population / Housing	☒ Public Services	☒ Recreation
☒ Transportation / Traffic	☒ Utilities / Service Systems	☒ Mandatory Findings of Significance

2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

05-29-13
Date

Michael Haack
Printed Name

City of La Habra
For

2.4 EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors, as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) **Earlier Analyses Used.** Identify and state where they are available for review.

   b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) **Mitigation Measures.** For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significant.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	X			
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	X			
II. AGRICULTURE AND FORESTRY 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X
III. 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?	X			
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X			
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)?	X			
d) Expose sensitive receptors to substantial pollutant concentrations?	X			

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create objectionable odors affecting a substantial number of people?			X	
IV. 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?			X	
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?			X	
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?			X	
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?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
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?				X
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	X			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	X			
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	X			
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	
VI. 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:				
i) 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.	X			
ii) Strong seismic ground shaking?	X			
iii) Seismic-related ground failure, including liquefaction?	X			
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	X			
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?			X	
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?				X
VII. GREENHOUSE GAS EMISSIONS. **Would the project:**				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	X			
VIII. 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?	X			
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?	X			
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	X			
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?	X			
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?				X
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?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
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?	X			

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	X			
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 permits have been granted)?	X			
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site	X			
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?	X			
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	X			
f) Otherwise substantially degrade water quality?	X			
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?	X			
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	X			
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?	X			
j) Inundation by seiche, tsunami, or mudflow?	X			
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
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?	X			
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?			X	
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?			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. 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?	X			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	X			
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X			
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?				X
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?				X
XIII. 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)?	X			
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	
XIV. PUBLIC SERVICES. 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:				
a) Fire protection?	X			
b) Police protection?	X			
c) Schools?	X			
d) Parks?	X			
e) Other public facilities?	X			
XV. 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?	X			
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?	X			

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	X			
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	X			
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?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	X			
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?	X			
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
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?	X			
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?	X			
e) Result in a determination by the waste water 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?	X			
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	X			
g) Comply with federal, state, and local statutes and regulations related to solid waste?	X			

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X			
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	X			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

2. Environmental Checklist

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3. Environmental Analysis

Section 2.3 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

3.1 AESTHETICS

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The planning area's physical setting in the La Habra Basin region affords scenic views of the Puente Hills, West Coyote Hills, and the San Gabriel Mountains. All of these vistas contribute to the unique character of La Habra. However, the City and its SOI are generally built out and do not contain substantial undeveloped areas that would be developed under the General Plan Update. Proposed land use changes are generally limited to nonresidential corridors in the flatlands of the La Habra Basin and do not include hillside areas where redevelopment would impact major scenic vistas. Therefore, impacts to scenic vistas upon implementation of the General Plan Update would be less than significant. This topic will not be evaluated in the EIR.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The California State Scenic Roadways Program, established in 1963 by the State Legislature, identifies key roadways in California that contribute to the state's scenic resources by providing viewsheds with aesthetic value. The program establishes the state's responsibility for the protection and enhancement of California's natural scenic beauty through regulations pertaining to scenic roadways and their function. La Habra does not contain an Officially Designated State Scenic Highway, Officially Designated County Scenic Highway, or Eligible State Scenic Highway. Therefore, no impacts relating to scenic highways would occur upon implementation of the General Plan Update. This topic will not be evaluated in the EIR.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. Future development in accordance with the General Plan Update has the potential to impact the overall visual character of La Habra and its surroundings. Impacts to the existing visual character are potentially significant, and additional analysis will be provided in the EIR.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. Future development in accordance with the General Plan Update would allow for development of currently undeveloped parcels and alteration, intensification, and redistribution of existing land uses. Future development has the potential to introduce new sources of light and glare that could adversely affect day or nighttime views in La Habra. In addition, the communities that surround La Habra could be affected by light and glare generated by future development. The EIR will evaluate the potential light and glare impacts to the aesthetic environment of La Habra as well as to sensitive receptors.

3.2 AGRICULTURE AND FORESTRY 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?

No Impact. There are no farmland areas within the planning area that are identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation (DLRP 2011). Therefore, implementation of the General Plan Update would not result in impacts to farmland. No additional discussion of this issue in the EIR is required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. Williamson Act contracts restrict the use of privately owned land to agriculture and compatible open space uses under contract with local governments. In exchange, the land is taxed based on actual use rather than potential market value. The City of La Habra does not designate any land within the City for agricultural uses. Additionally, no areas in the City or its SOI are under Williamson Act contracts (DLRP 2004). Therefore, future development in accordance with the General Plan Update would not result in the conversion of areas zoned for agriculture uses to nonagricultural use, and further analysis is not required. This topic will not be evaluated in the EIR.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. Implementation of the General Plan Update would not rezone or conflict with the existing zoning of forest land or timberland as defined by Public Resources Code sections 12220(g) or 51104(g). La Habra does not have any areas designated forest land or timberland for production or resource management. Therefore, the proposed General Plan would not cause impacts to forest land or timberland. This topic will not be evaluated in the EIR.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. See response to 3.2(c), above. There are no forest lands in La Habra. Implementation of the proposed General Plan would not convert forest land to nonforest use, and no impacts related to the loss of forest land would occur. This topic will not be evaluated in the EIR.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As discussed above, the planning area does not have agricultural or significant forest resources. No impacts would occur, and this issue will not be addressed in the EIR.

3.3 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?

Potentially Significant Impact. The planning area is in the South Coast Air Basin (SoCAB) and is subject to the Air Quality Management Plan (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD). SCAMQD's 2012 AQMP is based on regional growth forecasts for the Southern California Association of Governments (SCAG) region. Buildout of the General Plan Update would involve changes in land use intensity and additional traffic volumes throughout the planning area, resulting in an increase of air pollutant emissions. Therefore, the General Plan Update would potentially result in significant impacts to air quality. The EIR will assess the proposed project's consistency with the AQMP and identify mitigation measures as necessary.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. The planning area is in the SoCAB, which is designated nonattainment for ozone (O^3), fine inhalable particulate matter ($PM^{2.5}$), coarse inhalable particulate matter (PM^{10}), and lead (Los Angeles County only) under the California and National ambient air quality standards (AAQS) and nonattainment for nitrogen (NO^2) under the California AAQS. Development pursuant to the General Plan Update may impact air quality during construction and operation of planned uses and would generate an increase in vehicle trips. Air pollutant emissions associated with the increase in stationary and mobile sources of air pollution within the planning area may exceed the SCAQMD regional significance thresholds and contribute to the current nonattainment status of the SoCAB. The EIR will evaluate the potential for buildout of the General Plan Update to generate significant air quality impacts.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. The SoCAB is designated nonattainment for O^3, $PM^{2.5}$, PM^{10}, lead (Los Angeles County only), and NO^2 (state only). Buildout of the proposed General Plan would increase existing levels of criteria air pollutants generated by land uses in the planning area and would contribute to the nonattainment status of the SoCAB. The EIR will evaluate air quality impacts of the proposed project. The EIR will identify the policies of the proposed General Plan that are intended to reduce air quality impacts.

d) Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Development in accordance with the La Habra General Plan Update may expose sensitive receptors—that is, children, the elderly, or persons with respiratory-related health

conditions—to substantial pollutant concentrations. The EIR will evaluate the proposed land use changes and the potential air quality impacts of these uses on sensitive receptors.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Proposed land uses would not emit objectionable odors that would affect a substantial number of people. The threshold for odor is if a project creates an odor nuisance in accordance with SCAQMD Rule 402, Nuisance, which states:

> A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatment plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Odors generated by new nonresidential land uses are not expected to be significant or highly objectionable and would be required to be in compliance with SCAQMD Rule 402. Likewise, existing facilities are required to be in compliance with SCAQMD Rule 402 to prevent nuisances on sensitive land uses. Therefore, impacts related to objectionable odors would be less than significant.

Emissions from construction equipment, such as diesel exhaust, and from volatile organic compounds from architectural coatings and paving activities, may generate odors; however, these odors would be temporary and are not expected to affect a substantial number of people. Temporary emissions are also controlled by permitting regulations. Therefore, impacts related to objectionable odors would be less than significant. This topic will not be evaluated in the EIR.

3.4 BIOLOGICAL RESOURCES

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?

Less Than Significant Impact. Sensitive biological resources are habitats or species that have been recognized by federal, state, and/or local agencies as being endangered, threatened, rare, or in decline throughout all or part of their historical distribution. Numerous sensitive animal and plant species have been identified within the La Habra region, including species identified in the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB), which lists special-status wildlife species that have historically occurred within the La Habra region. It is important to note that the inclusion in the database does not mean that any of the species listed would occur in the La Habra planning area. The potential presence of a species is dependent on the type of habitat available.

Three sensitive bird species—the coastal California gnatcatcher, coastal cactus wren, and yellow breasted chat—depend on nesting and foraging habitat provided by vegetation communities found within sage scrub, coastal sage scrub, and riparian habitats. The planning area does not support these habitat types; therefore, it is not expected that these species would occur, with the exception of the isolated mitigation areas of coastal sage scrub within the Westridge Golf Course (Atkins 2013).

There are five other sensitive wildlife species known to occur in the region: western spadefoot, American badger, pocketed free-tailed bat, western mastiff bat, and western pond turtle. These species depend on open water, large open spaces, semiarid desertlands, vertical or nearly vertical cliffs, and slow moving creeks and pools. The planning area does not support these habitat types; therefore, it is not expected that these species would occur in the City. The six sensitive plant species known to occur in the region occur in chaparral, alkali sinks and marshes, grasslands, coastal sage scrub, rocky outcrops, wetlands, and riparian habitats. The planning area does not support these habitat types; therefore, it is not expected that these species would occur in the planning area, with the exception of the isolated mitigation areas of coastal sage scrub and freshwater marsh within the Westridge Golf Course (Atkins 2013). Land use changes allowed under the General Plan Update are generally limited to highly urbanized corridors that do not support the habitat types listed above. Therefore, impacts to the habitat of candidate, sensitive, or special status species would be less than significant upon implementation of the General Plan Update. Further evaluation of this topic in the EIR is not necessary.

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?

Less Than Significant Impact. As indicated in the above responses, the planning area does not contain the types of habitat and natural communities required for special-status plant and animal species. The planning area is largely built out and proposed land use changes are primarily limited to heavily urbanized corridors. Therefore, implementation of the General Plan Update would not result in significant impacts to riparian habitat or other sensitive natural communities. This topic will not be further evaluated in the EIR.

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?

Less Than Significant Impact. As defined by the U.S. Environmental Protection Agency (EPA), wetlands are lands where saturation with water is the dominant factor determining the nature of soil development and the types of plant and wildlife communities living in the soil and on its surface. The planning area is characterized by urbanized land uses and does not have large open space areas that could support undisturbed seasonal wetlands or have other significant waters of the U.S. With that said, the U.S. Fish and Wildlife Service's 2011 National Wetlands Inventory (NWI) mapping database indicates there are intermittent fresh water emergent wetland, freshwater forested/shrub wetland, and riverine areas within La Habra and its SOI. The NWI database also reports freshwater ponds within the Westridge Golf Course area (Atkins 2013). However, areas identified as wetland or riverine areas appear to be water courses associated with stormwater drainages and/or old natural creek courses that, in many cases, have been diverted, channelized, or modified to convey stormwater runoff.

Although the General Plan Update would allow changes in development intensity and land use on parcels containing or adjacent to identified wetlands, these parcels are already urbanized. Land use changes are not proposed for the Westridge Golf Course, and it is not likely that redevelopment of parcels adjacent to the Coyote Creek and its tributaries—which include La Mirada Creek and the Imperial Channel—would reroute, fill, or otherwise interrupt those water courses. If individual development projects built pursuant to the General Plan Update would potentially affect these waterways, they would be subject to protection under Sections 404 and 401 of the Clean Water Act and Section 1600 of the California Fish and Game Code. They would also be subject to additional CEQA review. Therefore, impacts of the General Plan Update relating to wetlands would be less than significant and no further evaluation in the EIR is necessary.

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?

Less Than Significant Impact. Because the planning area is highly urbanized, it supports a very low density of wildlife species. It is expected that only common wildlife species that have adapted to urbanized areas occur in the residential, commercial, park, school, and drainage course areas of the planning area, including small mammal species (e.g., raccoon, skunk, opossum, ground squirrels, and small rodents).

The parks, schools, and drainage courses in the planning area also support various tree species that provide suitable nesting and roosting habitat for resident and migratory bird species. Bird species expected to occur include the northern mockingbird, house sparrow, mourning dove, rock dove, house finch, European starling, American crow, and Anna's hummingbird. In addition, the protected areas within the Westridge Golf Course could support sensitive bird species, including the coastal California gnatcatcher that depends on nesting and foraging habitat provided by vegetation found within coastal sage scrub (Atkins 2013). However, land use changes allowed under the General Plan Update are largely limited to heavily urbanized corridors in the planning area and do not include changes to parks, schools, drainage courses, or the Westridge Golf Course. Therefore, implementation of the General Plan Update is not anticipated to substantially interfere with fish and wildlife movement in the planning area or region. Impacts relating to fish and wildlife movement would be less than significant. This topic will not be further evaluated in the EIR.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. Title 18 (Zoning), Article III (Special Zones), of the La Habra Municipal Code provides for the protection of parcels designated permanent open space due to the hazardous nature of construction on these sites because of slope steepness, soil instability, or seismic hazard. Title 12 (Streets, Sidewalks, and Public Places), Article XX (Parkway Trees and Shrubs) protects street trees in La Habra. Land use changes allowed under the General Plan Update are generally limited to highly urbanized corridors and would not conflict with these provisions of the Municipal Code. In addition, Chapter 6, *Conservation/Natural Resources*, of the General Plan Update includes numerous policies that improve protection of biological resources, including policies that address tree preservation. Implementation of the General Plan Update would not result in significant impacts relating to consistency with existing policies and ordinances.

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?

No Impact. Although the City is a participant in an adopted habitat conservation plan, the proposed General Plan Update would not conflict with that plan. In addition, sensitive species covered in the plan are not likely present in La Habra, which is generally built out with urbanized land uses.

The Central and Coastal Orange County Natural Community Conservation Plan and Habitat Conservation Plan (NCCP/HCP) and its associated implementation agreement covers 13 cities in Orange County, including the City of La Habra. The plan, which was adopted in 1996, was intended to create a multi-species/multi-habitat reserve system and implement a long-term management program that will protect coastal sage scrub and the species that utilize this habitat. Protected species include the coastal California gnatcatcher, cactus wren, and orange-throated whiptail. Because the City is a participant in the funding and development of the NCCP/HCP, all City-owned parcels fall under the plan's participating landowner system. Individual property owners are considered "nonparticipating landowners" but must also satisfy regulatory requirements under the plan (Atkins 2013).

Despite the City of La Habra's role as a participant in the Central and Coastal Orange County NCCP/HCP, the planning area is not located within the "subregional focus areas" that are protected by the plan. The Central and Coastal Subregion is a 325-square-mile area that spans the middle portion of Orange County. The nearest portion of the Central Subarea—near the junction of the SR-55 and SR-91 freeways—is approximately seven miles from the southeast corner of La Habra's city boundary. For this reason, implementation of the General Plan Update would not conflict with provisions of the Central and Coastal Orange County NCCP/HCP and no impacts would occur. This topic will not be further evaluated in the EIR.

3.5 CULTURAL RESOURCES

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

Potentially Significant Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered to be "historically significant," if it meets one of the following criteria:

i) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

ii) Is associated with the lives of persons important in our past;

iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

iv) Has yielded, or may be likely to yield, information important in prehistory or history.

Known potential historical resources in La Habra include but are not limited to the Old La Habra Library, La Habra Children's Museum (formerly the Union Pacific Depot), La Habra Depot Theatre, La Habra Art Building, Old Legion Hall/Veteran's Hall, and several commercial properties on West La Habra Boulevard. Other historic resources could also exist within the planning area. Changes to policies and land use designations in the General Plan Update may impact these and other historical resources. A historical records search will be conducted and analysis of potential impacts to historic resources will be included in the EIR.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Potentially Significant Impact. La Habra was first inhabited by the Tongva peoples, also known as the Gabrielino. Traditional Gabrielino territory included most of the San Fernando Valley, Los Angeles Basin, and southern Channel Islands. Development in accordance with the proposed General Plan Update may cause the disturbance of archaeological resources. Building construction of undeveloped areas or redevelopment that requires excavation to depths greater than current foundations would potentially cause the destruction of unknown archaeological resources. The EIR will evaluate potential impacts of the General Plan Update on sensitive archeological resources. As a part of the EIR, a records search of archeological resources will be conducted.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. Unique paleontological resources may be present in La Habra, especially in areas of undetermined significance where sedimentary formations are exposed. The EIR will evaluate potential impacts of the General Plan Update on unique paleontological resources and geologic features. As part of the EIR, a record search for paleontological resources will be conducted.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, California Health and Safety Code Section 7050.5 requires that in the event that human remains are discovered within the project site, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Although soil-disturbing activities associated with development in accordance with the General Plan Update could result in the discovery of human remains, compliance with existing law would ensure that significant impacts to human remains would not occur. This topic will not be evaluated in the EIR and no mitigation measures are required.

3.6 GEOLOGY AND SOILS

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) 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.

Potentially Significant Impact. La Habra is in a high seismic risk zone subject to seismic activity from the faults, including the San Andreas, Sierra Madre, Newport-Inglewood-Rose Canyon, and Whittier-Elsinore faults. The Puente Hills Thrust fault is described and covers a broad, rectangular area, including northern Orange County, and would affect the planning area with seismic shaking if an earthquake were to occur. In addition, there is an unnamed fault listed in the Alquist-Priolo Map within La Habra approximately 0.5 mile long, running north/south located south of Imperial Highway and east of Idaho Street.

The Whittier-Elsinore Fault Zone located approximately two miles north of the planning area is the closest fault zone in the vicinity of La Habra. The California Geological Survey has designated the Whittier fault segment of the Whittier-Elsinore fault zone as an earthquake fault zone, thereby prohibiting structures on fault traces per the Alquist-Priolo Special Studies Act of 1972. Structures within La Habra—including critical facilities (e.g., police and fire stations, hospitals, electrical facilities, water facilities, communication facilities, schools, and transportation structures)—have the potential to experience significant future ground displacement or surface rupture from a seismic event associated with the Whittier fault.

In addition to the unnamed fault south of Imperial Highway and east of Idaho Street within the Coyote Hills, there are other potentially active faults and/or fault traces in the planning area. Although new development built pursuant to the General Plan Update would be required to comply with regulations protecting structures from geo-seismic hazards found in Title 24, Part 2 of the California Building Code, implementation of the General Plan Update may result in significant impacts relating to fault rupture. This topic will be further evaluated in the EIR.

ii) Strong seismic ground shaking?

Potentially Significant Impact. The probable maximum intensity of groundshaking in La Habra is considered to be M 6.2, or VIII on the Modified Mercalli Intensity (MMI) scale from a potential event originated from the San Andreas fault zone, Whittier-Elsinore fault zone, or Puente Hills Thrust fault (Atkins 2013). The effects of this intensity are anticipated to cause moderate to heavy damage depending on the construction of the structure. New development built pursuant to the General Plan Update would be required to comply with regulations protecting structures from geo-seismic hazards found in Title 24, Part 2 of the California Building Code. However, development under the General Plan Update would expose new structures and residents in La Habra to risks related to strong seismic shaking. Ground shaking is considered a potentially significant hazard and will be addressed in the EIR.

iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Liquefaction is the phenomenon in which uniformly sized, loosely deposited, saturated, granular soils with low clay content undergo rapid loss of shear strength through the development of excess pore pressure during strong groundshaking. Soils with these properties that undergo sufficient duration and intensity of groundshaking may behave as a fluid for a short period of time. As mentioned previously, La Habra is located in a high seismic risk zone and portions of the planning area have a high potential for shaking intensity and liquefaction (ground failure) damage. A broad swath of the planning area that overlies the Beach Boulevard and Imperial Highway corridors has been mapped by the California Geological Survey as being an area where "historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements" (Atkins 2013). Implementation of the General Plan Update would potentially place new structures and residents in liquefaction zones and related impacts would be potentially significant. This topic will be further evaluated in the EIR.

iv) Landslides?

Less Than Significant Impact. La Habra is primarily located on flat land or gentle rolling hills. Several areas of steeper grades in the southern portion of the planning area within the West Coyote Hills are susceptible to landslides, mudslides, or rockfalls induced by seismic activity or excessive rainfall. However, neither land use changes nor changes in development intensity are proposed for these areas, which are built out with single-family residential and golf course uses. Therefore, implementation of the General Plan Update would not result in significant impacts relating to landslides. This topic will not be further evaluated in the EIR.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant. As described above, La Habra is largely located in the flatlands and rolling hills of the La Habra Basin. The City and its SOI are also largely built out and do not feature substantial undeveloped areas where new development would disturb topsoil. Although areas of the West Coyote Hills near Westridge Golf Course and canyons near the planning area's northern boundary are susceptible to erosion, these areas are not planned for land use changes or changes in development intensity under the General Plan Update. Therefore implementation of the General Plan Update would not

result in significant impacts relating to soil erosion or the loss of topsoil. Further evaluation of this topic in the EIR is not required.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Potentially Significant Impact. As described above, there are known areas in La Habra with unstable soils that could result in ground failure including liquefaction. Development pursuant to the General Plan Update may occur on soil that is unstable and may result in significant impacts. The potential for impacts related to unstable soil will be addressed in the EIR.

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?

Less Than Significant Impact. Expansive soils are prone to change in volume because of the presence or absence of moisture. Expansive clay soils decrease in volume when dry and increase when wet (shrink-swell). Swelling soils contain high percentages of certain kinds of clay particles that are capable of absorbing large quantities of water, expanding up to 10 percent or more as the clay becomes wet. On the other hand, soils composed predominantly of sand and gravel have a low volume change. Expansive soils can cause damage including structural damage; cracked driveways, sidewalks, heaving of roads and highway structures; and disruption of pipelines and other utilities. Expansive soils are most likely to occur in basins and on basin rims.

The soils in the La Habra planning area tend to be mainly clayey to sandy silt. The thick alluvial soils occupying the major central portions of the planning area are generally unconsolidated and are poorly sorted. Expansive soils high in clay content and subject to significant swelling and shrinkage with change of moisture content are known to be present at many locations within La Habra. Although the expansive soil condition is not a general problem affecting all sites to the same degree in the planning area, the City of La Habra requires that expansive soils be assumed to be present for the purposes of foundation design. Building can occur successfully on expansive soils with proper mitigation to offset the vertical and horizontal forces of the soil type. Soils testing to identify expansive characteristics and appropriate remediation measures are required routinely by the California Building Code (CBC) Section 1802.2.2, *Expansive Soils*. Specific treatments to eliminate expansion of soils include, but are not limited to, grouting (cementing the soil particles together), recompaction (watering and compressing the soils), and replacement with a non-expansive material (excavation of unsuitable soil followed by filling with suitable material).

Because individual projects would be required to comply with provisions of the CBC and City requirements as indicated above, impacts relating to expansive soils would be less than significant. This topic will not be further evaluated in the EIR.

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?

No Impact. A majority of residences in the unincorporated areas that together represent La Habra's SOI are on septic systems and are not serviced by La Habra's wastewater system. However, the General Plan Update does not involve land use changes in these areas. Proposed changes in use and development intensity are planned for areas that would have access to wastewater infrastructure maintained by the City of La Habra Department of Public Works and the Orange County Sanitation District. Therefore, implementation of the General Plan Update would not result in impacts relating to the inability of soils to support alternative wastewater disposal systems. This topic will not be evaluated in the EIR.

3.7 GREENHOUSE GAS EMISSIONS

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Implementation of future development projects pursuant to the General Plan Update would increase land use intensities, generating additional traffic volumes and new direct and indirect sources of greenhouse gas (GHG) emissions throughout La Habra. An analysis will be prepared as part of the EIR to determine the General Plan Update's potential GHG impacts.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. Assembly Bill 32, the Global Warming Solutions Act of 2006 (AB 32) requires the state to reduce GHG emissions to 1990 levels by 2020. The California Air Resources Board (CARB) adopted the Scoping Plan to identify state regulations and programs that would be adopted by state agencies to achieve the 1990 target of AB 32. In addition, Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (SB 375) was adopted by the legislature to reduce per capita vehicle miles traveled and associated GHG emissions from passenger vehicles. The Southern California Association of Government's (SCAG) 2012 Regional Transportation Plan/Sustainable Communities Strategy identifies the per capita GHG reduction goals for the SCAG region. The EIR will evaluate consistency of the General Plan Update with the overall GHG reduction goals of AB 32 and SB 375.

3.8 HAZARDS AND HAZARDOUS MATERIALS

a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?

Potentially Significant Impact. Implementation of the General Plan Update would accommodate the development of commercial and industrial land uses, which may manufacture, transport, store, use, and dispose hazardous materials and waste. The transport of hazardous materials along the planning area's highways and local roads creates potential risks for spills or leaks from nonstationary sources. The alteration, intensification, and redistribution of land uses may also contribute to public exposure and environmental hazards during transport, use, or disposal of hazardous materials. The EIR will evaluate impacts of the General Plan Update relative to 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?

Potentially Significant Impact. The General Plan Update would accommodate the development of commercial and industrial land uses. These land uses have the potential to manufacture, use, store, and/or transport hazardous materials; therefore, such new land uses in La Habra could create some risk of accidental release of hazardous materials. This topic will be addressed in the EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact. There are 14 public schools and numerous private schools in La Habra. Future development in accordance with the General Plan Update may involve development of land uses

that involve the use of hazardous materials or generate hazardous emissions within one-quarter mile of a school. This impact is potentially significant and will be addressed in the EIR.

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?

Potentially Significant Impact. Two databases of hazardous materials sites were searched for listings of hazardous materials within La Habra: the EnviroStor database maintained by the California Department of Toxic Substance Control and the GeoTracker database maintained by the State Water Resource Control Board (Atkins 2013). These databases listed a number of hazardous material sites in the City. Future development in accordance with the General Plan Update could lead to a significant hazard to the public or environment. This impact will be addressed in the EIR.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The closest airport to La Habra is Fullerton Municipal Airport, which is approximately 2.2 miles southwest of the planning area's southern boundary. There are no public or public use airports in La Habra, and the planning area is outside of the Airport Environs Land Use Plan (AELUP) airport planning area for Fullerton Municipal Airport (OCALUC 2005). Therefore, no additional discussion of this issue in the EIR is required.

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?

No Impact. There are no private airstrips in or near La Habra. Therefore, implementation of the General Plan Update would not result in impacts relating to safety hazards generated by private airstrips. This topic will not be evaluated in the EIR.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Buildout of the General Plan Update would involve the alteration, intensification, and redistribution of land uses in La Habra. However, the planning area is generally built out, and the proposed land use changes would not result in substantial changes to the planning area's circulation patterns or emergency access routes. Therefore, impacts to emergency response plans would be less than significant. This topic will not be evaluated in the EIR.

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?

Potentially Significant Impact. Although the planning area has not recently experienced a wildland fire and is not classified in the California Department of Forestry and Fire Protection's (CAL FIRE) "Communities at Risk" list, the neighboring City of La Habra Heights to the north is a community at risk and subject to wildland fires (CAL FIRE 2012). A fire in La Habra Heights could spread south with the potential for an extreme event to impact La Habra. CAL FIRE maps show La Habra's fire threat as "very high" in the south/southwestern portion of the planning area within the hillsides of the Coyote Hills. The same maps also identify a "moderate" or "high" fire threat in the northeastern corner of the planning area associated with the Puente Hills, adjacent to the City of La Habra Heights.

Although land use changes proposed by the General Plan Update are generally limited to infill sites, there is a possibility that land use changes and redevelopment may expose people or structures to heightened risks related to wildfires, potentially resulting in significant impacts. The EIR will address potential impacts from wildland fires to urbanized and residential uses within the planning area.

3.9 HYDROLOGY AND WATER QUALITY

a) Violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. The US Environmental Protection Agency establishes national water quality standards. Pursuant to Section 402 of the Clean Water Act, the EPA has also established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct stormwater discharges. In La Habra, the Santa Ana Regional Water Quality Control Board (RWQCB) administers NPDES permitting programs and is responsible for developing waste discharge requirements. Construction and operation of planned development per the General Plan Update has the potential to discharge sediment and pollutants to storm drains and receiving waters. The EIR will discuss potential water quality impacts.

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 permits have been granted)?

Potentially Significant Impact. The City of La Habra Public Works Department provides water to residents and businesses in La Habra via multiple sources, including groundwater. The General Plan Update may result in the intensification of land uses and the development of vacant land throughout the City, increasing the number of residents. Therefore, total domestic water demand for the planning area could rise, and this could contribute to the overall demand for local and regional groundwater supplies. Additionally, development of vacant land could interfere with groundwater recharge. Impacts to groundwater supplies and recharge potential due to implementation of the General Plan Update will be evaluated in the EIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.

Potentially Significant Impact. The general pattern of drainage flow in the planning area is from the north and south toward the center of the City until it reaches the channels and creeks, which then collect and transport the surface water flows in westerly and southwesterly directions. La Mirada Creek, Coyote Creek, and the Imperial Channel are the major drainage channels that collect and convey surface water through the planning area. These channels carry sediment-laden water and other materials during stormwater flows. Implementation of the General Plan Update would alter the existing land use designations within La Habra and introduce higher development intensity into areas of the City. Because La Habra is generally built out, it is not likely that development in accordance with the General Plan Update would alter drainage patterns. However, new land uses and higher development intensities may increase erosion and discharge additional sediment to watercourses. The EIR will evaluate impacts to drainage patterns within La Habra.

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?

Potentially Significant Impact. See response to Section 3.9(c), above. Future development in accordance with the General Plan Update would alter existing land uses in La Habra. Although the planning area is largely built out, increased development intensity may increase the amount of runoff from impervious surfaces and result in flooding on- or offsite. The EIR will evaluate potential impacts to drainage and surface runoff within the planning area.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Potentially Significant Impact. Development in accordance with the General Plan Update would involve alteration and redistribution of land uses in the planning area. Increased urbanization may increase the amount of runoff and discharge of sediments and pollutants to stormwater drainage systems. The EIR will evaluate potential impacts to stormwater systems and water quality.

f) Otherwise substantially degrade water quality?

Potentially Significant Impact. Development in accordance with the General Plan Update would involve the alteration and redistribution of land use designations. Current and future uses may result in discharge of sediment and pollutants to existing stream courses, which in turn could affect water quality. The EIR will evaluate potential impacts to 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?

Potentially Significant Impact. Parts of La Habra are within 100-year flood zones designated by the Federal Emergency Management Agency (FEMA), including areas along Coyote Creek and La Mirada Creek and their tributaries. Development in accordance with the General Plan Update would include additional housing units in La Habra, with some potentially located in or near flood hazard areas. Flood hazards will be discussed in the EIR.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Potentially Significant Impact. As noted above, parts of La Habra are within 100-year flood zones designated by FEMA. Future development in accordance with the General Plan Update may place structures in or near flood hazard areas. Flood hazards will be discussed in the EIR.

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?

Potentially Significant Impact. The planning area is not within a dam inundation area. The nearest reservoirs include the Brea and Fullerton reservoirs in Fullerton to the southeast and the Orange County and 30MG Central reservoirs to the east. Because of the region's topography, dam inundation maps for these water bodies show primary flows traveling in a southern direction, below elevation and away from La Habra. The same is true for the Carbon Canyon Dam and Prado Dam inundation areas, which cover much of Orange County but not the planning area. However, flood control channels maintained by the Orange County Flood Control District are present in La Habra and convey stormwater on a temporary basis. These channels were originally constructed to accommodate 65 percent of 25-year flood events. Although portions have been improved to accommodate 100-year events, other portions may be unable

to fully accommodate peak stormwater flows and could result in flooding. Implementation of the proposed General Plan could expose additional population—generated by additional residential, commercial and industrial uses—to flood hazards. The EIR will address the potential impact to people and structures from flooding.

j) Inundation by seiche, tsunami, or mudflow?

Potentially Significant Impact. A seiche is a surface wave created when a body of water is shaken, usually by earthquakes. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. Seiches may occur within the three covered, aboveground water storage facilities located in La Habra: the Puente Hills, Sev Byerrum, and Westridge reservoirs. If any of these reservoirs was constructed before the adoption of newer earthquake design standards, it may not meet the new requirements for safety, lacking the flexible joints and other seismic upgrades that can help limit the damage that a failed water tank could cause to areas downstream.

Tsunamis are large ocean waves caused by underwater seismic activity. When tsunamis hit the coast, they can cause considerable damage to property and put the public at risk. La Habra is approximately 13 miles from the Pacific Ocean and is well outside the tsunami hazard zone.

Mudflows are associated with landslides and heavy rainfall. Much of La Habra is located near the base of hillsides and downstream from canyons that have the potential to convey mudflows.

Overall, there would be no impacts related to tsunamis in La Habra because it is not in a coastal area. Potentially significant impacts may occur, however, from mudflows and seiches upon implementation of the General Plan Update. Seiches and mudflows will be discussed in more detail in the EIR.

3.10 LAND USE AND PLANNING

a) Physically divide an established community?

No Impact. Implementation of the General Plan Update would involve the alteration, intensification, and redistribution of land uses in La Habra. However, these changes would be largely limited to redevelopment of parcels that already feature urban uses. The General Plan Update does not propose major changes to the planning area's circulation network, nor does it represent a dramatic shift in how land uses would be distributed in the planning area. The proposed Land Use Map preserves the character of existing single-family residential neighborhoods and does not introduce new facilities or uses that would divide an established neighborhood or community. In fact, new land use designations proposed for parcels adjacent to La Habra's major arterial roadways would likely provide opportunities for residential neighborhoods to be more unified by allowing aging commercial uses dominated by large parking lots —parking lots that visually and physically divide neighborhoods—to be replaced with new residential development. Therefore, implementation of the General Plan Update would not result in impacts relating to division of established communities and no further evaluation in the EIR is necessary.

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?

Potentially Significant Impact. The proposed project would replace the current La Habra General Plan and would modify land use designations in La Habra. The EIR will evaluate the consistency of the General Plan Update with other land use plans, policies, and/or regulations governing La Habra.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. Although the City is a participant in an adopted habitat conservation plan, the proposed General Plan Update would not conflict with that plan.

The Central and Coastal Orange County NCCP/HCP and its associated implementation agreement covers 13 cities in Orange County, including the City of La Habra. The plan, which was adopted in 1996, was intended to create a multi-species/multi-habitat reserve system and implement a long-term management program that will protect coastal sage scrub and the species that utilize this habitat. Protected species include the coastal California gnatcatcher, cactus wren, and orange-throated whiptail. Because the City is a participant in the funding and development of the NCCP/HCP, all City-owned parcels fall under the plan's participating landowner system. Individual property owners are considered "nonparticipating landowners" but must also satisfy regulatory requirements under the plan (Atkins 2013).

Despite the City of La Habra's role as a participant in the Central and Coastal Orange County NCCP/HCP, the planning area is not located within the plan's "subregional focus areas" that are protected by the plan. The Central and Coastal Subregion is a 325-square-mile area that spans the middle portion of Orange County. The nearest portion of the Central Subarea—near the junction of the SR-55 and SR-91 freeways—is approximately seven miles from the southeast corner of La Habra's city boundary. For this reason, implementation of the General Plan Update would not conflict with provisions of the Central and Coastal Orange County NCCP/HCP and no impacts would occur. This topic will not be further evaluated in the EIR.

3.11 MINERAL RESOURCES

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

Less Than Significant Impact. La Habra does not contain any nonfuel mineral resources of statewide or regional importance. Although it has been a location of substantial oil extraction in the past, oil wells in the planning area are, with few exceptions, inactive. Future development in accordance with the General Plan Update is not expected to interfere with future oil extraction.

The California Geological Survey (CGS) classifies the regional significance of mineral resources in accordance with the California Surface Mining and Reclamation Act (SMARA) of 1975. The State Geologist is responsible for classifying areas within California that are subject to urban expansion or other irreversible land uses. SMARA also allowed the State Mining and Geology Board (SMGB), after receiving classification information from the State Geologist, to designate lands containing mineral deposits of regional or statewide significance. Classification into Mineral Resource Zones (MRZ) is completed by the State Geologist in accordance with the SMGB's priority list and according to the presence or absence of significant mineral resources.

Lands designated as MRZ-2 are of the greatest importance. Such areas are underlain by demonstrated mineral resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2 areas are "regionally significant." This requires that a lead agency's land use decisions involving designated areas be made in accordance with its mineral resource management policies (if any exist) and that it consider the importance of the mineral resource to the region or the state as a whole, not just to the lead agency's jurisdiction. The MRZ-1 zone depicts areas where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. MRZ-3 indicates areas of undetermined mineral resource significance.

The MRZ classification areas in La Habra are shown in the CGS mineral resources map, "Generalized Mineral Land Classification of Orange County, California: Aggregate Resources Only" (CGS 1994). The City of La Habra falls within the MRZ-1 and MRZ-3 zones. No areas are designated MRZ-2. Development in accordance with the proposed General Plan would not impact any areas of a known mineral resource. This topic will not be evaluated in the EIR and no mitigation measures are required.

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?

Less Than Significant Impact. See response to Section 3.11(a), above. The current (2020) La Habra General Plan concludes that because the extraction process for oil does not require vast amounts of open space at the surface level and because an oil field can be drilled from a centralized location, "there is no need to designate any large open space areas specifically for the management of this resource" (La Habra 1990). For this reason, the current Land Use Plan does not delineate mineral resources. In addition, although redevelopment of some areas of the planning area—areas such as the Westridge Golf Course—would substantially limit the recovery of oil resources from existing wells, these areas of the planning area are not proposed for land use changes under the General Plan Update. Therefore, future development in accordance with the General Plan Update would not result in the loss of availability of a locally important mineral resource and impacts relating to mineral resources recovery sites would be less than significant. No further evaluation in the EIR is necessary.

3.12 NOISE

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?

Potentially Significant Impact. The General Plan Update would involve the alteration, intensification, and redistribution of land uses, which may result in temporary, periodic, or permanent increases in ambient noise or in noise levels in excess of standards established in the City's General Plan or Municipal Code. The proposed General Plan includes an update to the Noise Element. A technical noise analysis will be conducted, and issues relating to noise will be further evaluated in the EIR. Emphasis will be placed on the major noise sources in La Habra, including traffic on major arterial streets (such as Beach Boulevard, Harbor Boulevard, Imperial Highway, and Whittier Boulevard), the Union Pacific Railroad, and scattered stationary sources.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. The General Plan Update would involve the alteration, intensification, and redistribution of land uses. Implementation of these land use changes may result in excessive short- and/or long-term groundborne vibration or noise. An analysis will be conducted and issues relating to groundborne vibration and groundborne noise will be evaluated in the EIR. As a part of this impact assessment, attention will focus on the construction phases of new development accommodated under the General Plan Update.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. Development pursuant to the General Plan Update may result in a permanent increase in ambient noise above existing levels from stationary and transportation-related noise sources, particularly in undeveloped areas. As discussed in response a), a noise analysis will be conducted and the EIR will evaluate the proposed project's potential increase in ambient noise levels.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. Development pursuant to the General Plan Update may result in a temporary or periodic increase in ambient noise above existing levels. A noise analysis will be conducted and the EIR will evaluate the proposed project's potential impact on ambient noise levels. Attention will focus on the construction phases of new development accommodated under the General Plan Update.

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?

No Impact. Fullerton Municipal Airport is just over two miles southwest of La Habra. However, the planning area is not within the airport land use plan area, and future development in accordance with the General Plan Update would not increase or intensify development near that or another airport. Therefore, implementation of the General Plan Update would not expose residents or workers in La Habra to excessive noise levels related to aircraft movement. This topic will not be evaluated in the EIR.

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?

No Impact. There are no private airstrips in or near La Habra. Therefore, implementation of the General Plan Update would not result in impacts relating to excessive noise levels generated from private airstrips. This topic will not be evaluated in the EIR.

3.13 POPULATION AND HOUSING

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)?

Potentially Significant Impact. The existing population of the City of La Habra is estimated at approximately 61,202 in 2013 (DOF 2013). The proposed General Plan Update would allow the construction of new housing in a variety of densities and employment-generating businesses throughout the City. Buildout of the General Plan Update is estimated to increase the City's population to 74,831, an approximately 22 percent increase from the existing population. General Plan buildout would also increase the amount of nonresidential land uses in the planning area and is estimated to generate approximately 25,634 total employees (see Table 3, *Proposed General Plan Land Use Designations*). Therefore, implementation of the General Plan Update has the potential to induce population growth both directly and indirectly. The EIR will evaluate population growth related to development allowed in the proposed General Plan.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. The planning area is estimated to contain approximately 19,924 dwelling units (see Table 3). The proposed General Plan would allow a total of 25,153 residential units at buildout (see Table 2, *General Plan Future Buildout Projections*). Development under the proposed General Plan would alter existing land use designations and could displace nonconforming housing with new development. However, implementation of the General Plan Update is not expected to displace a substantial amount of existing housing, and it would increase the number of dwelling units by allowing

higher intensity residential uses and mixed-use development. As a result, impacts are less than significant.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. Growth in accordance with the General Plan Update is not expected to displace substantial numbers of people. Development under the proposed General Plan would alter existing land use designations that could displace nonconforming housing with new development. However, the General Plan Update is not expected to displace a substantial amount of existing housing, and it would increase the number of dwelling units and population by allowing higher intensity residential uses and mixed-use development. As a result, impacts are less than significant.

3.14 PUBLIC SERVICES

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:

a) Fire protection?

Potentially Significant Impact. Fire protection services are provided in La Habra by the Los Angeles County Fire Department. There are four stations that provide first-in jurisdictional coverage to the City. Three of these are within La Habra: Stations 191, 192, and 193. Station 194, in the City of La Mirada immediately southwest of La Habra along Beach Boulevard, also serves La Habra. The alteration of land uses and new development could potentially increase the demands on fire department personnel and equipment. The EIR will evaluate impacts of the General Plan Update on fire protection services.

b) Police protection?

Potentially Significant Impact. Police services in La Habra are provided by the City of La Habra Police Department. Police operations have outgrown the current police station and plans are needed to accommodate future increases in police services, personnel, and technology. The alteration of land uses and new development could potentially increase the demands on police department personnel and facilities. The EIR will evaluate impacts of the General Plan Update on police protection services.

c) Schools?

Potentially Significant Impact. Three public school districts currently serve the planning area. La Habra City School District and Lowell Joint School District serve students in kindergarten through 8th grade, and Fullerton Joint Union High School District serves students in grades 9–12. The additional population projected for the project area under the General Plan Update would likely result in the generation of new students in all three school districts. Therefore, implementation of the General Plan Update would likely increase the need for school services and facilities. The EIR will evaluate impacts of the General Plan Update on school services and facilities.

d) Parks?

Potentially Significant Impact. The General Plan Update would designate approximately 302 acres for parks and open space. However, population increase associated with the General Plan Update would

increase overall demand on parks and on recreational services and facilities within La Habra. The EIR will evaluate the provision of additional park space in La Habra and impacts to parks services and facilities.

e) Other public facilities?

Potentially Significant Impact. Library services in La Habra are provided by the Orange County Public Libraries, which is a network of community libraries that includes the La Habra Library Branch. Population increases associated with the General Plan Update would increase demands on library facilities and services. The EIR will evaluate impacts on library services.

3.15 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?

Potentially Significant Impact. The General Plan Update would accommodate the development of new housing at a variety of densities, which could increase the use of neighborhood and regional parks and recreational facilities in La Habra. The EIR will address the potential impacts of the General Plan Update to local parks and recreational facilities.

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. The General Plan Update would include approximately 302 acres of parks and open space. However, increases in population resulting from future development associated with the General Plan Update would increase overall demand on parks and recreational services and facilities within La Habra. The EIR will evaluate the provision of additional park space in La Habra and impacts to parks services and facilities.

3.16 TRANSPORTATION/TRAFFIC

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Potentially Significant Impact. The General Plan Update would allow for development of currently undeveloped parcels and for alteration, intensification, or redistribution of existing land uses. These changes are expected to result in an increase and redistribution of vehicle trips, which may conflict with local plans, policies, or ordinances. A traffic analysis will be conducted to assess the existing conditions and future forecast traffic conditions. This analysis will include a roadway operations (roadway segments) analysis and a level of service analysis for study-area intersections. Impacts related to compliance with plans and policies that establish measures of effective performance of the circulation system would be potentially significant, and this issue will be discussed in more detail in the EIR.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Potentially Significant Impact. The Congestion Management Plan (CMP) in effect for Orange County was prepared by the Orange County Transit Authority (OCTA) and approved in 2011. All freeways and selected roadways in the county are designated elements of the CMP system of highways and roadways. This system includes four roadways in La Habra: Beach Boulevard/SR-39, Harbor Boulevard (south of Imperial Highway), Imperial Highway/SR-90 (east of Beach Boulevard), and Whittier Boulevard/SR-72 (west of Beach Boulevard). The CMP also analyzes the intersections where these roadways meet: Whittier Boulevard/Beach Boulevard, Beach Boulevard/Imperial Highway, and Imperial Highway/Harbor Boulevard. Traffic impacts to these roadways and their intersections that would result from implementation of the General Plan Update will be analyzed in the EIR.

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?

No Impact. As shown in Figure 1, *Regional Location*, the general aviation Fullerton Municipal Airport is approximately two miles southwest of La Habra. Six other general aviation airports are within 20 miles of the planning area: Brackett Field, Cable, Chino, Compton/Woodley, Corona, and El Monte Airports. Two commercial airports—Long Beach/Daugherty Field and Orange County/John Wayne—operate within 20 miles of the planning area. Air space in the region is also used for military aviation operations related to Los Alamitos Army Airfield, approximately 10 miles to the southwest of the planning area. Future development in accordance with the General Plan Update may place additional residential, commercial, and industrial uses in the flight paths of the airports listed above. However, those land use changes would not result in a change in air traffic patterns at airports in the region and no impacts would occur. This topic will not be evaluated in the EIR.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The General Plan Update does not propose substantial changes to the planning area's circulation patterns such as the redesign or closure of streets. The General Plan Update also does not propose that new incompatible uses (e.g., farm equipment) be introduced into the City's circulation system. Therefore, impacts relating to hazards due to a design feature would be less than significant. This topic will not be further evaluated in the EIR.

e) Result in inadequate emergency access?

Less Than Significant Impact. Buildout of the General Plan Update would involve the alteration, intensification, and redistribution of land uses in La Habra. However, the planning area is generally built out and the proposed land use changes would not result in substantial changes to the planning area's circulation patterns or emergency access routes. Therefore, impacts to emergency response plans would be less than significant. This topic will not be evaluated in the EIR.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Potentially Significant Impact. Future development in accordance with the General Plan Update would increase traffic in La Habra. Increased traffic may affect public transit facilities, including bus, pedestrian, and bicycle facilities by worsening the safety of these facilities or by increasing their use. Impacts to public transit policies, plans, or programs for public transit facilities are potentially significant. General Plans of California cities and counties are required under the Complete Streets Act to include planning for

complete streets: that is, streets that meet the needs of all users of the roadway, including pedestrians, bicyclists, users of public transit, motorists, children, the elderly, and the disabled. Additionally, SCAG's Regional Transportation Plan/Sustainable Communities Strategy calls for smart growth planning principles, including the creation of walkable communities and the provision of a variety of transportation choices. The EIR will consider the policies and programs of the General Plan Update and evaluate the consistency with adopted alternative transportation plans and programs.

3.17 UTILITIES AND SERVICE SYSTEMS

a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?

Potentially Significant Impact. The City of La Habra's Department of Public Works and the Orange County Sanitation District are responsible for providing wastewater service to La Habra. Implementation of the proposed La Habra General Plan would involve the alteration, intensification, and redistribution of existing uses. Development under the General Plan may increase wastewater treatment requirements and result in significant impacts to the provision of wastewater service. The EIR will evaluate impacts to wastewater treatment requirements of the Santa Ana RWQCB.

b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Potentially Significant Impact. See response to Section 3.17(a), above. Future growth in accordance with the General Plan Update may necessitate expanded water and wastewater collection and treatment facilities. The EIR will evaluate impacts of the proposed project on water and wastewater facilities.

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?

Potentially Significant Impact. The majority of the stormwater flow within La Habra is conveyed to storm drains flowing from north to south in the City's major streets to the Coyote Creek Channel. Orange County Public Works (OCPW) is responsible for the design, construction, operation, and maintenance of regional flood control facilities, including those of Coyote Creek and the Imperial Channel. Several of the larger storm drains within La Habra were constructed by OCPW and continue to be maintained by OCPW, while smaller facilities were either constructed by the City or exist as the result of developer improvements. Increased development in La Habra under the General Plan Update may create additional impervious surfaces and stormwater runoff, which could require additional stormwater facilities and expansion of existing facilities. The EIR will evaluate impacts of the General Plan Update to stormwater drainage facilities.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact. La Habra's domestic water supply consists primarily of water imported by the Municipal Water District of Orange County and the California Domestic Water Company, but is supplemented by local groundwater. Groundwater supplies are sourced from the City-owned and operated Idaho Street Well, La Bonita Park Well, and Portola Park Well which pump water from the La Habra Groundwater Basin. Future development and population growth in accordance with the General Plan Update would generate an increase in water demand within La Habra. The EIR will address impacts to water supplies.

e) Result in a determination by the waste water 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?

Potentially Significant Impact. See response to Section 3.17(a), above. Buildout of the General Plan Update may require additional wastewater capacity from the City of La Habra and Orange County Sanitary District to serve projected population demands. The EIR will evaluate the General Plan Update's impacts to wastewater treatment capacity.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Potentially Significant Impact. The City of La Habra's contracted waste hauler is Waste Management of Orange County. The majority of solid waste collected in the City of La Habra is received by Olinda Alpha Landfill near the City of Brea and Frank R. Bowerman Landfill near the City of Irvine, both of which are managed by Orange County Waste and Recycling. Olinda Alpha Landfill, which receives the largest share of the City's solid waste, is scheduled to close in 2021. Frank R. Bowerman Landfill is scheduled to close in 2053 (CalReycle 2013). Implementation of the General Plan Update would involve development of vacant land, intensification of existing land uses, and the introduction of new land uses on parcels throughout the City. These changes could result in increased solid waste generation, which could impact long-term landfill capacity. Therefore, development of the proposed General Plan may result in significant impacts to regional landfill capacity. The EIR will evaluate long-term regional landfill capacity.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Potentially Significant Impact. Future development in accordance with the General Plan Update may increase the amount of solid waste generated in La Habra and may require expansion of landfills or the adoption of alternative methods for solid waste disposal. The EIR will evaluate the General Plan Update's conformance with federal, state, and local regulations related to solid waste.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. Future development pursuant to the General Plan Update would involve alteration, intensification, and redistribution of land uses in La Habra. These changes have the potential to degrade the quality of the environment and could cause potentially significant impacts to biological resources, including areas of native habitat, and to cultural resources, including archeological and paleontological resources. Impacts would be potentially significant and these issues will be discussed in more detail in the EIR.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Potentially Significant Impact. Implementation of the General Plan Update and its land use changes could result in cumulative impacts to aesthetics, air quality, biological resources, cultural resources,

geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems. Impacts would be potentially significant and these issues will be discussed in the EIR.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. As discussed in this Initial Study, the General Plan Update and its associated land use changes would potentially have harmful effects on the environment, which would affect humans either directly or indirectly. These impacts include air quality, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, and noise. Impacts would be potentially significant and these issues will be discussed in the EIR.

4. References

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Orange County Transportation Authority (OCTA). 2011 Orange County Congestion Management Program. http://www.octa.net/pdf/2011-CMP.pdf.

4. References

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5. List of Preparers

LEAD AGENCY

Michael Haack, Director of Community and Economic Development

THE PLANNING CENTER|DC&E

Nicole Morse, Esq., Senior Associate (Project Manager)

Woodie Tescher, Principal

Ryan Potter, Assistant Planner

Cary Nakama, Graphics

ATKINS

Tracey Ferguson, Project Manager

5. List of Preparers

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APPENDIX B

NOP Responses

Appendices

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DEPARTMENT OF TRANSPORTATION
District 12
3347 Michelson Drive, Suite 100
Irvine, CA 92612-8894
Tel: (949) 724-2241
Fax: (949) 724-2592

Flex your power!
Be energy efficient!

FAX & MAIL

June 26, 2013

Michael Haack
City of La Habra
201 East La Habra Boulevard
La Habra, California 90631

File: IGR/CEQA
SCH#: 2012051092
IGR Log #: 3289
SR-39, SR-90, SR-72

Subject: City of La Habra General Plan Update

Dear Mr. Haack,

Thank you for the opportunity to review and comment on the Notice of Preparation for an **Environmental Impact Report (EIR) for the City's General Plan Update.** The proposed project is a new La Habra General Plan that meets the California Code requirements for a general plan, and a Climate Action Plan. The proposed General Plan revises the existing "2020 General Plan" land use map and includes elements required by the State and optional elements. Buildout of the proposed General Plan would result in approximately 5,229 additional dwelling units and 4.4 million additional square feet of nonresidential uses in La Habra. The Planning area for the proposed General Plan includes both the City of La Habra and its sphere of influence.

The Department of Transportation (Department) is a responsible agency on this project and we have the following comments:

1. General Plan and its elements should include language requiring the City to develop policies stressing coordination between the City and the Department early in the land use and transportation planning process.

2. The Department supports General Plans and elements that foster efficient land-use pattern that (a) support improved mobility and reduced dependency on single-occupant vehicle trips, (b) accommodates an adequate supply of housing for all incomes, (c) reduce impacts on valuable habitat, productive farmland, and air quality, (d) increase resource use efficiency, and (e) result in safe and vibrant neighborhoods. The Department recognizes that non-motorized travel is a vital element of the transportation system and therefore, encourages communities to make pedestrian and bicycle activity possible, thus expanding transportation options, and creating a streetscape that better serves a range of users: pedestrians, bicyclists, transit riders, and automobiles.

3. The General Plan and its elements should acknowledge the Departments' standard of maintaining a target Level of Service (LOS) at the transition between LOS D and LOS E on State highway facilities. Any degradation of the LOS past this threshold should be mitigated to bring the facility back to the baseline/existing condition. For future projects that may impact State facilities, the Department recommends the city continue to work with the

Department on thresholds of significance related to all State facilities that experience unacceptable LOS (worse than the operating standard of LOS D).

4. Mitigation measures are required for any significant impacts to the State Highway System to reduce the impacts to less than significant levels. If certain mitigation is considered not feasible, additional measures must be pursued to mitigate the Project's significant impacts.

5. The proposed residential and nonresidential uses have the potential to significantly impact the State transportation facilities, including intersections, ramp intersections, on-ramps and off-ramps, and mainline segments. Impacts of development causing operating conditions to deteriorate to deficient levels of service, or impacts adding to an existing deficient level of service condition require mitigation.

6. As stated in the Initial Study there will be a potentially significant impact to traffic as a result of the General Plan Update to State facilities (SR-39, SR-72 and SR-90). Therefore the City is requested to follow the Caltrans "Guide for the Preparation of Traffic Impact Studies". The Department's Traffic Operations Branch requests all applicants to use the method outlined in the latest version of the Highway Capacity Manual (HCM) when analyzing traffic impacts on State Transportation Facilities. The use of HCM is preferred by the Department because it is an operational analysis as opposed to the Intersection Capacity Utilization (ICU) method, which is a planning analysis. In the case of projects that have direct impacts on State Facilities, the Department recommends that the traffic impact analysis be based on HCM method. Should the project require an encroachment permit, Traffic Operations may find the Traffic Impact Study based on ICU methodology inadequate resulting in possible delay or denial of a permit by the Department. The use of either Syncrhro or HCS software is preferred. All input sheets, assumptions and volumes on State Facilities including ramps and intersection analysis should be submitted to the Department for review and approval. The EIR should include appropriate mitigation measures to offset any potential impacts. The traffic impact on the state transportation system should be evaluated based on the Department's Guide for the Preparation of Traffic Impact Studies which is available at: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

Please continue to keep us informed of this project and any future developments, which could potentially impact the State Transportation Facilities. If you have any questions or need to contact us, please do not hesitate to call Maryam Molavi at (949) 724-2267.

Sincerely,

Christopher Herre, Branch Chief
Local Development/Intergovernmental Review

C: Scott Morgan, Office of Planning and Research

TRANSMISSION VERIFICATION REPORT

TIME : 06/26/2013 11:09
NAME :
FAX :
TEL :
SER.# : BROC5J234119

DATE,TIME	06/26 11:08
FAX NO./NAME	915629059643
DURATION	00:00:55
PAGE(S)	02
RESULT	OK
MODE	STANDARD ECM

Post-it® Fax Note 7671

To Michael Haack	Date 6-26-13 # of pages ▶ 2
Co./Dept. La Habra	From M. Molave
Phone # 562-905-9724	Co. Caltrans - D-12
Fax # 562-905-9643	Phone # 949-724-2267
	Fax #

FULLERTON JOINT UNION HIGH SCHOOL DISTRICT
Business Services *Phone (714) 870-2810*
1051 W. Bastanchury Rd., Fullerton CA 92833 *FAX (714) 870-2835*

Via Email

June 19, 2013

Mr. Michael Haack
Director of Community and Economic Development
City of La Habra
201 East La Habra Boulevard
La Habra, CA 90631

Subject: Initial Study for La Habra General Plan Update

Dear Mr. Haack:

Thank you for providing the opportunity for Fullerton Joint Union High School District to comment on the Initial Study for the La Habra General Plan Update. It is the understanding of the District from the information contained in this Notice that the City is updating their General Plan.

The District's comments in response to the Notice of Preparation and Initial Study are provided below.

Comments on Environmental Analysis

Section 3.14 Public Services

Environmental Analysis Section 3.14 Public Services paragraph (c) Schools, acknowledges that "the General Plan Update would likely result in the generation of new students in all three school districts. Therefore, implementation of the General Plan Update would likely increase the need for school services and facilities. The EIR will evaluate impacts of the General Plan Update on School services and facilities."

The District concurs with the assessment that implementation of the General Plan Update will likely create the need for additional school services and facilities. It is important to keep in mind that potential impacts extend beyond the facilities needed to house students generated by this project. Potential impacts include, but are not limited to, transportation of students, bus routes, traffic circulation patterns adjacent to schools including ingress and egress routes to schools in and through neighborhoods, parking, noise, and air quality in and around school sites both during and post completion.

Section 3.16 Transportation Traffic

As noted above, the implementation of the General Plan Update will impact schools. Housing developments, infill projects, and redevelopment of existing areas will directly impact traffic

circulation patterns, not only in the neighborhoods adjacent to schools sites, but also along bus routes and traffic corridors that are used to get to and from school. The General Plan Update should take into consideration how new projects will impact traffic in and around schools, especially at morning drop off and afternoon pick up times. While these time windows are relatively short, 30 minutes plus or minus twice a day, there is the potential for traffic gridlock in and around schools.

Request to be Included as a Project Stakeholder

In order for the District to provide appropriate and adequate input and stay abreast with potential impacts with respect to the General Plan Update, it is imperative that District staff members are kept informed regarding this project each step along the way. For this reason, the District requests to be included in all mailings, communications, meetings, and conversations that involve the discussion of schools and/or the impact to schools from this project.

Development Mitigation

It is the position of the District that development within the District should mitigate 100% of the cost of facilities needed to house the students that are generated by that development. In the event that School Facility Program funds are available from the State, those monies can be used to offset a portion of the cost of constructing the school facilities. **Statutory developer fees and State School Facility Program grant amounts do not fully mitigate the cost of constructing school facilities.** Additional funding is needed to offset the costs associated with temporary housing and permanent construction of additional facilities to house and support the projected students. The District encourages developers to work proactively with the District to achieve appropriate mitigation solutions for the students generated by their respective developments and the collective and cumulative impacts that are created by multiple developments within the District's boundary.

General Impacts – Necessary Facilities

The District will require mitigation in the form of payment of statutory developer fees (at a minimum) to offset the housing costs associated with the additional students generated by the General Plan Update. While this may not require construction of new school facilities, the cumulative impacts of projects such as this need to be considered including but not limited to: additional regular classrooms, science, technology, and engineering rooms as well as space/facilities for electives, sports, co-curricular programs, special education, administration, maintenance, transportation, food services, and other and ancillary facilities. Secondary impacts such as traffic, adequate staff and student parking, safe routes to schools, transportation (busing), traffic, and student drop off/pick up areas, etc. also need to be considered, all of which may trigger CEQA analysis and environmental review by the District when it comes time to bring these facilities on line.

Payment of Statutory Fees Does Not Fully Mitigate the Impacts of Development

As stated above, the District expects development projects to mitigate 100% of the cost to acquire land and construct the facilities necessary to accommodate and house the students generated from the development. The cumulative impacts of multiple projects within a General Plan will have significant impacts to the District, requiring mitigation through the funding and construction of a variety of facilities that cannot be accomplished through project-by-project basis fee payment approach. While payment of school fees are necessary, a project-by-project payment approach to development

mitigation will not provide for the long-term planning that is required to adequately house students generated by residential housing projects. There are cumulative impacts to schools from long-term sustained development that cannot easily be addressed on a project-by-project basis. Careful monitoring of growth and coordination between projects will be required in order to meet student housing demands.

Although payment of fees pursuant to SB 50 is considered full mitigation for project impacts, it should be noted that the regulations promulgated as a result of SB 50 have now been in place for almost 15 years. Subsequent and numerous revisions have altered, to a rather significant level, these regulations. It is important to note that SB 50 and the State School Facilities program that was created as a result, is intended to only fund 50% of the cost of school facilities. Districts are responsible for raising the other 50%. Data collected since SB 50 went into effect has shown that the actual State contribution from this program is more along the lines of 35% to 40%, leaving school districts to fund the balance. Due to State bonding capacities versus the statewide need, the State Facility Program is often underfunded as well. In short, the program as it exists now, does not provide 100% of the funds necessary to adequately construct school facilities to offset the impact of development. Statutory developer fees and State School Facility Program grant amounts are simply not sufficient to fully mitigate the cost to construct adequate and appropriate school facilities. Additional funding is needed to offset the costs associated with constructing additional facilities to house the projected students.

Conclusion

Thank you for the opportunity to comment on the Initial Study for the La Habra General Plan Update. The District will require mitigation in the form of payment of statutory developer fees (at a minimum) in effect at the time any building permits are issued to offset the educational facility costs associated with the additional students generated by this project.

The District appreciates the opportunity to comment and welcomes additional dialog with the City regarding this project. Please continue to include the District on future communications and notices concerning any meetings regarding this project. This conversation should also involve the La Habra City School District and the Lowell Joint School District.

If you have any questions, please feel free to call me at (714) 870-2810.

Sincerely,

Ronald N. Lebs
Assistant Superintendent
Business Services

cc George Giokaris Ed.D., Superintendent
Fullerton Joint Union High School District

Karen Kinney, Chief Business Official
La Habra City School District

Andrea Reynolds, Assistant Superintendent, Administrative Services
Lowell Joint School District

FULLERTON JOINT UNION HIGH SCHOOL DISTRICT
Business Services *Phone (714) 870-2810*
1051 W. Bastanchury Rd., Fullerton CA 92833 *FAX (714) 870-2835*

Via Email

August 1, 2013

Mr. Michael Haack
Director of Community and Economic Development
City of La Habra
201 East La Habra Boulevard
La Habra, CA 90631

Subject: Initial Study for La Habra General Plan Update

Dear Mr. Haack:

Thank you for providing the opportunity for Fullerton Joint Union High School District (District) to comment on the Initial Study for the City of La Habra (City) General Plan Update. It is the understanding of the District from the information contained in this Notice that the City is updating their General Plan.

This letter is in addition to the District's letter dated June 19, 2013 (attached), and provides information in response to the information distributed at the 4th Community Workshop held on July 17, 2013.

The District's comments on the City of La Habra 2035 General Plan Update - Chapter 5, Community Services Draft Goals and Policies, are provided below.

A. Open Space, Parks, Trails, and Recreation (OS)

OS 2.10 School Facilities and Joint Use Agreements

District Concurs – The District appreciates the opportunity to work with the City to ensure school site and appurtenant properties are maximized and utilized efficiently to the benefit of the community as a whole.

B. Libraries (L)

L 1.4 Joint Use

District Concurs – The District appreciates the opportunity to work with the City to ensure school site and appurtenant properties are maximized and utilized efficiently to the benefit of the community as a whole.

C. Schools K-12 Education

S 1.1 School Capacity

District Concurs - It is likely that residential expansion within the City of La Habra will require additional expansion of high school facilities. See District letter dated June 19, 2013.

S 1.2 Review of Development Proposals

District Concurs – The District appreciates the opportunity to review residential development proposals to ensure school impact is adequately addressed.

S 1.3 School Siting

District Concurs – The District appreciates the opportunity to work with the City regarding the siting and location of schools.

S 1.4 Expansion of Existing Facilities

District Concurs - The District is currently evaluating the feasibility of a General Obligation Bond to address facility-related needs, including building improvements, technology and energy efficiency upgrades, retrofitting, modernization, etc., and construction of facilities/infrastructure within existing District high school sites.

S 1.5 Sustainable and Healthy Development

District Concurs – See S1.4

S 1.6 Technology

District Concurs – The District is currently developing online learning programs and partnerships with higher education institution to broaden educational opportunities and take advantage of emerging learning opportunities/technologies. See S1.4

S 1.7 Joint Use

District Concurs – The District appreciates the opportunity to work with the City to ensure school site and appurtenant properties are maximized and utilized efficiently to the benefit of the community as a whole.

S 1.8 School Transit Plans

District Concurs – However, the proposed General Plan Update has the potential to alter bus routes and emergency response time due to potential street reconfiguration. See District letter dated June 19, 2013.

S 1.9 Developer Fees

District Concurs – It is the opinion of the District that both residential and commercial development should fully mitigate its impact on school facilities. See District letter dated June 19, 2013.

S 1.10 School Resource Officer (SRO) Program

District Concurs – The District appreciates the existing working relationship with the City of La Habra, Police Department, and SRO Program.

S 2.3 Higher Education Institutions and K-12 School Districts

District Concurs – The District is currently developing partnerships with higher education institutions to broaden educational opportunities and take advantage of emerging learning opportunities for high school students to take college level, transfer-eligible coursework in the high school setting. See S1.4

The District suggests adding the following sections:

S 1.11 Extracurricular Educational Programs

Continue to coordinate with and support local school districts' efforts with respect to student participation in extra and co-curricular activities such as JROTC, music, athletics, drama, etc., at City/Community events such as State of the City, recognition programs, etc.

S 1.12 Joint Educational Services

Continue active discussions and cooperation with the school districts serving the City to best provide appropriate educational opportunity and services to residents, parents, and students to the mutual benefit of the City and the school districts in a manner mutually agreeable to both the City and the school districts.

<u>Request to be Included as a Project Stakeholder</u>

In order for the District to provide appropriate and adequate input and stay abreast with potential impacts with respect to the General Plan Update, it is imperative that District staff members are kept informed regarding this project each step along the way. For this reason, the District requests to be included in all mailings, communications, meetings, and conversations that involve the discussion of schools and/or the impact to schools from this project.

<u>Conclusion</u>

Thank you for the opportunity to comment on the Initial Study for the La Habra General Plan Update. The District will require mitigation in the form of payment of statutory developer fees (at a minimum) in effect at the time any building permits are issued to offset the educational facility costs associated with the additional students generated by this project.

The District appreciates the opportunity to comment and welcomes additional dialog with the City regarding this project. Please continue to include the District on future communications and notices concerning any meetings regarding this project. This conversation should also involve the La Habra School District and Lowell Joint School District.

If you have any questions, please feel free to call me at (714) 870-2810.

Sincerely,

Ronald N. Lebs
Assistant Superintendent
Business Services

cc George J. Giokaris Ed.D., Superintendent
Fullerton Joint Union High School District

Karen Kinney, Chief Business Official
La Habra City School District

Andrea Reynolds, Assistant Superintendent, Administrative Services
Lowell Joint School District

CITY OF LA HABRA GENERAL PLAN UPDATE

ENVIRONMENTAL IMPACT REPORT SCOPING MEETING

JUNE 12, 2013

COMMENT CARD

The City of La Habra requests your participation in the planning process for this project. Your comments will assist us in addressing your concerns in the Draft Environmental Impact Report (DEIR).

You may submit your comments at the **June 12th** meeting or, if you prefer, you can mail or email your comments by **June 29th** to:

Michael Haack, Director of Community and Economic Development
City of La Habra, Community Development Department
201 E. La Habra Blvd.
La Habra, CA 90633-0337

Email: carlosj@lahabracity.com

For your convenience, you may use this sheet to write any comments you may have regarding the scope of the Environmental Impact Report.

Comment: Please keep the school districts informed with respect to housing growth, population growth, etc. as it will impact student generation.

This is critical for the District for long-term facilities planning & district master planning

Thank you

A formal written response will be submitted prior to June 29th.

Please include district on Draft EIR (45 day comment) Review opportunity

(use backside if needed)

Fullerton Joint Union High School District

Name: Ronald N. Lebs

Mailing Address: 1051 W. Bastanchury Rd
Fullerton, CA 92833

Phone Number: 714-870-2810

Email Address: rlebs@fjuhsd.net

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

June 19, 2013

Michael Haack, Director
Community and Economic Development
City of La Habra
201 East La Habra Boulevard
La Habra, CA 90631

Dear Mr. Haack:

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND PUBLIC SCOPING MEETING, "GENERAL PLAN UPDATE" IS INTENDED TO SHAPE FUTURE DEVELOPMENT WITHIN THE CITY, LA HABRA (FFER #201300081)

The Notice of Preparation of an Environmental Impact Report has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. We will reserve our comments for the draft EIR analysis.

LAND DEVELOPMENT UNIT:

1. 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.
2. The County of Los Angeles Fire Department, Land Development Unit appreciates the opportunity to comment on this project.
3. The statutory responsibilities of the County of Los Angeles Fire Department, Land Development Unit, are the review of and comment on, all projects within the unincorporated areas of the County of Los Angeles. Our emphasis is on the availability of sufficient water supplies for firefighting operations and local/regional access issues. However, we review all

projects for issues that may have a significant impact on the County of Los Angeles Fire Department. We are responsible for the review of all projects within Contract Cities (cities that contract with the County of Los Angeles Fire Department for fire protection services). We are responsible for all County facilities, located within non-contract cities.

The County of Los Angeles Fire Department, Land Development Unit may also comment on conditions that may be imposed on a project by the Fire Prevention Division, which may create a potentially significant impact to the environment.

4. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit Inspector, Claudia Soiza, at (323) 890-4243.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. 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 Draft Environmental Impact Report.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. Based on the submitted documents, the Health Hazardous Materials Division has no objection to the proposed project.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

Frank Vidales

FRANK VIDALES, ACTING CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

FV:ij

OC Public Works
Integrity, Accountability, Service, Trust

Ignacio G. Ochoa, P.E., Interim Director
300 N. Flower Street
Santa Ana, CA 92703

P.O. Box 4048
Santa Ana, CA 92702-4048

Telephone: (714) 667-8800
Fax: (714) 967-0896

NCL 13-023

June 20, 2013

Mr. Michael Haack, Director,
Community and Economic Development
City of La Habra
201 East La Habra Boulevard
La Habra, California 90631

SUBJECT: Notice of Preparation of an Environmental Impact Report and Public Scoping Meeting for the City of La Habra General Plan Update

Dear Ms. Allen:

The County of Orange has reviewed the Notice of Preparation of an Environmental Impact Report for the City of La Habra General Plan Update and has no comments at this time. We would like to be advised of any further development, therefore, please continue to keep us on the distribution list for future notifications related to this project.

Sincerely,

Polin Modanlou, Manager
Strategic Land Planning Division
OC Public Works/OC Planning
300 North Flower Street
Santa Ana, California 92702-4048
Polin.modanlou@ocpw.ocgov.com

PM/yj

Serving:
Anaheim
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Seal Beach
Stanton
Tustin
Villa Park
Yorba Linda
County of Orange
Costa Mesa Sanitary District
Midway City Sanitary District
Irvine Ranch Water District

Orange County Sanitation District
10844 Ellis Avenue, Fountain Valley, CA 92708
(714) 962-2411 www.ocsewers.com

June 27, 2013

Michael Haack
Director of Community and Economic Development
City of La Habra
201 E. La Habra Blvd.
La Habra, CA 90631

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report for the La Habra General Plan Update

---

This letter is in response to the above referenced Draft Environmental Impact Report Notice of Preparation (NOP) for the City of La Habra (City) General Plan Update. The City is within the jurisdiction of the Orange County Sanitation District (OCSD). The proposed General Plan update involves the addition of residential units and commercial space.

OCSD has several regional sewers that serve the City. For large General Plan changes, OCSD requests that both the City and regional sewer systems be modeled to understand any potential impacts to the sewer systems. OCSD also requests that City review, update, and provide updated sewer maps to OCSD for our records. Please use the following flow factors, unless the City has more accurate flow factors, to estimate current and future flows in the Draft Environmental Impact Report:

- 727 gpd/acre for estate density residential (0-3 d.u. /acre)
- 1488 gpd/acre for low density residential (4-7d.u. /acre)
- 3451 gpd/acre for medium density residential (8-16 d.u./acre)
- 5474 gpd/acre for medium-high density residential (17-25 d.u./acre)
- 7516 gpd/acre for high density residential (26-35 d.u./acre)
- 2262 gpd/acre for commercial/office
- 3167 gpd/acre for industrial
- 2715 gpd/acre for institutional
- 5429 gpd/acre for high intensity industrial/commercial
- 150 gpd/room for hotels and motels

Also, please note that any construction dewatering within the City (public or private) that involve discharges to the local or regional sanitary sewer system must be permitted by OCSD prior to discharges. OCSD staff will need to review/approve the water quality of any discharges and the measures necessary to eliminate materials like sands, silts, and other regulated compounds prior to discharge to the sanitary sewer system.

Thank you for the opportunity to comment on the proposed General Plan update. If you have any questions, please contact me at 714-593-7119.

Daisy Covarrubias

Daisy Covarrubias, MPA
Senior Staff Analyst

DC:sa
EDMS:0039750130.
/1.8g

AFFILIATED AGENCIES

Orange County Transit District

Local Transportation Authority

Service Authority for Freeway Emergencies

Consolidated Transportation Service Agency

Congestion Management Agency

Service Authority for Abandoned Vehicles

July 1, 2013

Mr. Michael Haack
Director of Community and Economic Development
City of La Habra
201 East La Habra Boulevard
La Habra CA 90631

Subject: Initial Study City of La Habra General Plan Update

Dear Mr. Haack:

The Orange County Transportation Authority (OCTA) has reviewed the above referenced document. The following comment is provided for your consideration:

In regards to MPAH and CMP, *3.16 – Transportation/Traffic*:

- If the City of La Habra envisions modifications to any Master Plan of Arterial Highway facilities, please coordinate with OCTA as soon as possible, in order to initiate MPAH amendment processes.
- Please provide a CMP analysis in the Environmental Impact Report to determine if the proposed project would cause significant impacts to any of the CMP intersections.

If you have any questions or comments, please contact me by phone at (714) 560-5907 or by email at dphu@octa.net.

Sincerely,

Dan Phu
Section Manager, Environmental Programs

SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Main Office
818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

www.scag.ca.gov

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Policy Committee Chairs
Community, Economic and Human Development
Paula Lantz, Pomona

Energy & Environment
Cheryl Viegas-Walker, El Centro

Transportation
Keith Millhouse, Ventura County Transportation Commission

June 27, 2013

Mr. Michael Haack
Director of Community and Economic Development
City of La Habra
201 East La Habra Boulevard
La Habra, CA 90631
cjaramillo@lahabraca.gov

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the City of La Habra General Plan Update [I20130139]

Dear Mr. Haack:

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the City of La Habra General Plan Update to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including its Sustainable Communities Strategy (SCS) component pursuant to SB 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the City of La Habra General Plan Update. The proposed project would update the City of La Habra's General Plan intended to shape the future development within the City and involves the reorganization of the current General Plan elements. As set forth in the attached, SCAG recommends that the draft EIR include a review and consideration of the adopted RTP/SCS goals and that the analyses reflect the most recently adopted growth forecasts.

When available, please send environmental documentation to SCAG's *office in Los Angeles or by email to leep@scag.ca.gov* providing, at a minimum, the full comment period for review. If you have any questions regarding the attached comments, please contact Pamela Lee at (213) 236-1895 or leep@scag.ca.gov. Thank you.

Sincerely,

Jonathan Nadler
Manager, Compliance and Performance Assessment

[1] SB 375 amends CEQA to add Chapter 4.2 Implementation of the Sustainable Communities Strategy, which allows for certain CEQA streamlining for projects consistent with the RTP/SCS. Lead agencies (including local jurisdictions) maintain the discretion and will be solely responsible for determining "consistency" of any future project with the SCS. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a finding of consistency under SB 375 for purposes of CEQA streamlining.

COMMENTS ON THE NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF LA HABRA GENERAL PLAN UPDATE [SCAG NO. I201300139]

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS.

RTP/SCS Goals

The 2012-20135 RTP/SCS links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations (see http://rtpscs.scag.ca.gov). The goals included in the 2012 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2012-2035 RTP/SCS are the following:

SCAG 2012-2035 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and non-motorized transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format. Suggested format is as follows:

SCAG 2012-2035 RTP/SCS Goals		
Goal		Analysis
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness.*	*Consistent: Statement as to why* *Not-Consistent: Statement as to why* *or* *Not Applicable: Statement as to why* *DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region.*	*Consistent: Statement as to why* *Not-Consistent: Statement as to why* *or* *Not Applicable: Statement as to why* *DEIR page number reference*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region.*	*Consistent: Statement as to why* *Not-Consistent: Statement as to why* *or* *Not Applicable: Statement as to why* *DEIR page number reference*
etc.	etc.	etc.

Regional Growth Forecasts

The Notice of Preparation of an Environmental Impact Report for the City of La Habra General Plan Update should reflect the most recently adopted SCAG forecasts (see http://scag.ca.gov/forecast/index.htm), which are the 2012-2035 RTP/SCS population, household and employment forecasts. The forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts		Adopted City of La Habra Forecasts	
Forecast	**Year 2020**	**Year 2035**	**Year 2020**	**Year 2035**
Population	19,663,000	22,091,000	62,800	62,300
Households	6,458,000	7,325,000	19,200	19,300
Employment	8,414,000	9,441,000	17,500	17,600

MITIGATION

SCAG staff recommends that you review the SCAG 2012-2035 RTP/SCS Final Program EIR List of Mitigation Measures Appendix for additional guidance, as appropriate. The SCAG List of Mitigation Measures may be found here: http://scag.ca.gov/igr/pdf/SCAG_IGRMMRP_2012.pdf

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

June 14, 2013

Michael Haack
Director of Community and Economic Development
City of La Habra
201 East La Habra Boulevard
La Habra, CA 90631

Notice of Preparation of a CEQA Document for the
La Habra General Plan Update

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis
The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. The lead agency may wish to consider using land use emissions estimating software such as the recently released CalEEMod. This model is available on the SCAQMD Website at: http://www.aqmd.gov/ceqa/models.html.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/prdas/aqguide/aqguide.html. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD staff is available to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. If you have any questions regarding this letter, please call Ian MacMillan, Program Supervisor, CEQA Section, at (909) 396-3244.

Sincerely,

Ian MacMillan
Program Supervisor, CEQA Inter-Governmental Review
Planning, Rule Development & Area Sources

IM
ORC130531-02
Control Number

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Notice of Preparation

May 31, 2013

To: Reviewing Agencies

Re: General Plan Update
SCH# 2013051092

Attached for your review and comment is the Notice of Preparation (NOP) for the General Plan Update 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:

Michael Haack
City of La Habra
201 E. La Habra Boulevard
La Habra, CA 90631

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,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2013051092
Project Title General Plan Update
Lead Agency La Habra, City of

Type NOP Notice of Preparation

Description The proposed project is a new La Habra General Plan that meets CA Code requirements for a general plan, and a Climate Action Plan. The proposed General Plan revises the existing "2020 General Plan" land use map and includes elements required by the State of CA and optional elements. Buildout of the proposed General Plan would result in approximately 5,229 additional dwelling units and 4.4 million additional sf of nonresidential uses in La Habra. The planning area for the proposed General Plan includes both the City of La Habra and its sphere of influence.

Lead Agency Contact

Name Michael Haack
Agency City of La Habra
Phone (562) 905-9724 **Fax**
email
Address 201 E. La Habra Boulevard
City La Habra **State** CA **Zip** 90631

Project Location

County Orange
City La Habra
Region
Cross Streets Citywide
Lat / Long 33° 55' 59" N / 117° 56' 41" W
Parcel No.
Township 3S **Range** 10W **Section** Varies **Base** SBB&M

Proximity to:

Highways SR-39, 72, 90
Airports No
Railways UPRR
Waterways Coyote Creek, La Mirada Creek, Imperial Channel
Schools Various
Land Use Various

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Fish and Wildlife, Region 5; Office of Emergency Management Agency, California; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; Caltrans, Division of Transportation Planning; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 12; Air Resources Board, Transportation Projects; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 8

Date Received 05/31/2013 **Start of Review** 05/31/2013 **End of Review** 07/01/2013

NOP Distribution List

County: Orange

SCH# 2013051092

Resources Agency

- **Resources Agency**
  Nadell Gayou
- **Dept. of Boating & Waterways**
  Nicole Wong
- **California Coastal Commission**
  Elizabeth A. Fuchs
- **Colorado River Board**
  Gerald R. Zimmerman
- **Dept. of Conservation**
  Elizabeth Carpenter
- **California Energy Commission**
  Eric Knight
- **Cal Fire**
  Dan Foster
- **Central Valley Flood Protection Board**
  James Herota
- **Office of Historic Preservation**
  Ron Parsons
- **Dept of Parks & Recreation**
  Environmental Stewardship Section
- **California Department of Resources, Recycling & Recovery**
  Sue O'Leary
- **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- **Dept. of Water Resources Resources Agency**
  Nadell Gayou

Fish and Game

- **Dept. of Fish & Wildlife**
  Scott Flint
  Environmental Services Division
- **Fish & Wildlife Region 1**
  Donald Koch
- **Fish & Wildlife Region 1E**
  Laurie Harnsberger
- **Fish & Wildlife Region 2**
  Jeff Drongesen
- **Fish & Wildlife Region 3**
  Charles Armor
- **Fish & Wildlife Region 4**
  Julie Vance
- **Fish & Wildlife Region 5**
  Leslie Newton-Reed
  Habitat Conservation Program
- **Fish & Wildlife Region 6**
  Gabrina Gatchel
  Habitat Conservation Program
- **Fish & Wildlife Region 6 I/M**
  Brad Henderson
  Inyo/Mono, Habitat Conservation Program
- **Dept. of Fish & Wildlife M**
  George Isaac
  Marine Region

Other Departments

- **Food & Agriculture**
  Sandra Schubert
  Dept. of Food and Agriculture
- **Depart. of General Services**
  Public School Construction
- **Dept. of General Services**
  Anna Garbeff
  Environmental Services Section
- **Dept. of Public Health**
  Jeffery Worth
  Dept. of Health/Drinking Water
- **Delta Stewardship Council**
  Kevan Samsam

Independent Commissions,Boards

- **Delta Protection Commission**
  Michael Machado
- **Cal EMA (Emergency Management Agency)**
  Dennis Castrillo
- **Native American Heritage Comm.**
  Debbie Treadway
- **Public Utilities Commission**
  Leo Wong
- **Santa Monica Bay Restoration**
  Guangyu Wang
- **State Lands Commission**
  Jennifer Deleong
- **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Business, Trans & Housing

- **Caltrans - Division of Aeronautics**
  Philip Crimmins
- **Caltrans - Planning**
  Terri Pencovic
- **California Highway Patrol**
  Suzann Ikeuchi
  Office of Special Projects
- **Housing & Community Development**
  CEQA Coordinator
  Housing Policy Division

Dept. of Transportation

- **Caltrans, District 1**
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- **Caltrans, District 2**
  Marcelino Gonzalez
- **Caltrans, District 3**
  Gary Arnold
- **Caltrans, District 4**
  Erik Alm
- **Caltrans, District 5**
  David Murray
- **Caltrans, District 6**
  Michael Navarro
- **Caltrans, District 7**
  Dianna Watson
- **Caltrans, District 8**
  Dan Kopulsky
- **Caltrans, District 9**
  Gayle Rosander
- **Caltrans, District 10**
  Tom Dumas
- **Caltrans, District 11**
  Jacob Armstrong
- **Caltrans, District 12**
  Marlon Regisford

Cal EPA

Air Resources Board

- Airport/Energy Projects
  Jim Lerner
- Transportation Projects
  Douglas Ito
- Industrial Projects
  Mike Tollstrup
- **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- **State Water Resouces Control Board**
  Phil Crader
  Division of Water Rights
- **Dept. of Toxic Substances Control**
  CEQA Tracking Center
- **Department of Pesticide Regulation**
  CEQA Coordinator

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**
  Teresa Rodgers
  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)

- Other _____

_____

_____

- _____
  Conservancy

Last Updated 01/08/2013

APPENDIX C

Technical Background Report for the General Plan Update

Appendices

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City of La Habra

GENERAL PLAN

CITY OF LA HABRA

GENERAL PLAN UPDATE

TECHNICAL BACKGROUND REPORT

MAY 2012

CITY OF LA HABRA
GENERAL PLAN UPDATE
Technical Background Report

Prepared for
City of La Habra
Department of Community Development
201 East La Habra Boulevard
La Habra, California 90631

Prepared by
Atkins
12301 Wilshire Boulevard, Suite 430
Los Angeles, California 90025

May 2012

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Final TBR

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CHAPTER 1 **Introduction**

1.1 BACKGROUND

The City of La Habra General Plan 2020 was adopted over 20 years ago in 1990. In 1991, two additional elements were added: the Source Reduction and Recycling Element and the Household Hazardous Waste Element. In 1992, three more elements were added: the Community Identity Element, Air Quality Element, and Growth Management Element. Subsequently in 2003, the 2000–2005 Housing Element was adopted. In 2008, the City's Housing Element went through another update and the 2008–2014 Housing Element is now in review with the state Department of Housing and Community Development (HCD).

A comprehensive update of the La Habra General Plan is necessary at this time to reflect current conditions and priorities, as well as to define the community's vision for development in La Habra over the next 20 years. The City has continued to grow and evolve and much of the data, analyses, and policies in the 2020 General Plan are now outdated. In addition, a number of key state legislative mandates have been enacted since the current General Plan's adoption. These mandates must also be addressed, including legislation related to climate change, transportation, and public safety issues.

1.2 GENERAL PLAN

The General Plan is a state-required long-range policy document. It serves as the jurisdiction's "constitution" for decisions and provides guidance regarding the allocation of resources and the future physical form and character of development. The General Plan is the official statement of the jurisdiction regarding the extent and types of development needed to achieve the community's physical, economic, social, and environmental goals. It addresses a wide variety of subject areas including housing, traffic, natural resources, land use, economic development, noise, and public safety. All specific plans, subdivisions, public works projects, and zoning decisions must be consistent with the City's General Plan.

Under state law, California Government Code Sections 65303 et seq. require each local government to adopt a General Plan that contains seven mandatory "elements" or chapters—land use, circulation, housing, conservation, open space , noise, and safety. These elements include a series of goals, policies, and implementation programs designed to achieve the community's vision. Although the General Plan consists of individual elements and subsections that each address a specific area of concern, the overall Plan embodies a comprehensive and integrated planning approach for the jurisdiction.

A General Plan may also include optional or permissive elements that address specific topics of local concern. Once adopted, these "optional" elements are as legally binding as a mandatory element. The La Habra General Plan 2020 includes Economic Development, Source Reduction and Recycling, Household Hazardous Waste, Community Identity, Air Quality, and Growth Management as optional elements. A list of the 2020 General Plan elements and its relationship to the seven mandatory elements are provided in Table 1-1 (Elements of the General Plan). It is anticipated that the existing elements and subsections will be reorganized with the update of the General Plan.

Table 1-1 Elements of the General Plan	
State-Required Elements	***La Habra General Plan 2020***
Land Use	Land Use and Circulation (1990)
Circulation	
Housing	Housing (2008–2015 Draft Update, 2010)
Open Space	Natural Environment (1990)
Conservation	
Safety	Health and Safety (1990)
Noise	
Optional Elements	Economic Development (1990)
	Source Reduction and Recycling (1991)
	Household Hazardous Waste (1991)
	Community Identity (1992)
	Air Quality (1992)
	Growth Management (1992)

SOURCE: City of La Habra, Community Development Department, 2010.

Update Process

The City of La Habra initiated its General Plan Update in the fall of 2010. The update process includes the following six major steps.

STEP 1: DOCUMENT EXISTING CONDITIONS

The first step in updating a General Plan is to understand the existing conditions and current issues relative to the community's growth and development. This information is compiled into a technical background report (TBR), which will be used as the basis for the formulation of the updated General Plan and preparation of an environmental impact report (EIR).

STEP 2: CONDUCT A VISIONING PROCESS & COMMUNITY SURVEY

Early in the update process, a Vision Statement is established and confirmed by the public, General Plan Advisory Committee (GPAC), Planning Commission, and City Council. A General Plan demographically representative telephone Community Survey will also be conducted to receive input from the La Habra community on various land use, circulation, public services, and other community issues. Feedback from the survey will help to formulate the Vision Statement and further guide the General Plan update process.

STEP 3: DEVELOP A LAND USE PLAN

Based on the information from the TBR, Community Survey, and the Visioning process, an updated draft Land Use Plan will be prepared. Developing a Land Use Plan includes four key steps: (1) identifying growth and land use development options; (2) testing of the options according to the impacts and acceptability; (3) selection of a preferred growth and development scenario; and (4) formulation of policies and programs that comprehensively address community development, infrastructure, services, social values, environmental policies, public health issues, and community safety.

STEP 4: PREPARE AN UPDATED GENERAL PLAN

Goals, policies, and implementation programs will be formulated for each element of the General Plan to reflect the issues, vision, and planning principles agreed upon by the community. A Climate Action Plan (CAP) will also be prepared to address state law requirements related to greenhouse gas (GHG) emission reduction.

STEP 5: PREPARE AN ENVIRONMENTAL IMPACT REPORT

Before considering the updated General Plan, an EIR will be prepared to evaluate the potential impacts of growth allowed under the updated General Plan on all affected resources. These resources include, but are not limited to, air, water quality, parks, and open space. For those resources that will be negatively impacted, the EIR will recommend ways to reduce or eliminate the impacts.

STEP 6: CONDUCT PUBLIC HEARINGS TO ADOPT THE UPDATED GENERAL PLAN & CERTIFY THE EIR

Upon completion of the draft General Plan and EIR, the Planning Commission and City Council will conduct public hearings during which the updated draft General Plan and CAP will be presented for adoption and the draft EIR will be considered for certification.

1.3 TECHNICAL BACKGROUND REPORT

As described above, the first major step in the General Plan Update process is the establishment of baseline conditions and trends in the City through a Technical Background Report (TBR). The TBR provides a descriptive profile of the City of La Habra's existing conditions for physical, social, and economic resources. The information in this document includes discussion of the existing characteristics, trends and forecasts, and issues associated with each resource. The TBR is the foundation from which subsequent planning policies and programs will be formulated. It also serves as the "environmental setting" for the General Plan Update EIR, which will be completed in accordance with the requirements of the California Environmental Quality Act (CEQA).

Fall 2010 through spring 2011 was the timeframe in which the information for the TBR was collected. Supplementary information and comments received throughout the General Plan Update process will also be collected and used to support the City's General Plan and EIR.

Organization of the Technical Background Report

The TBR consists of an Introduction followed by six technical chapters that are subdivided into additional technical sections. The six technical chapters are described below.

- **Chapter 1: Introduction**—Provides background information on the General Plan and reasons for the update, outlines the purpose and contents of the TBR, provides the regional setting, and defines the City's planning area boundaries.
- **Chapter 2: Community Development**—Presents information regarding adopted General Plan land use designations, zoning, existing land uses, approved specific plans, and identified potential areas of change. Additionally, Chapter 2 provides fiscal, population, socio-demographic, historic and cultural resources, community identity, growth management, and housing information.
- **Chapter 3: Infrastructure**—Provides information regarding existing infrastructure including water, wastewater, stormwater and drainage, solid waste management and recycling, energy, and telecommunications systems.
- **Chapter 4: Community Services**—Includes information pertaining to parks, library, schools, police, and fire services.
- **Chapter 5: Mobility/Circulation**—Describes La Habra's existing circulation system including roads and public transit routes and existing traffic volumes, capacities, and levels of service.
- **Chapter 6: Conservation/Natural Resources**—Presents information on open space, biological resources, watersheds and groundwater recharge, air quality, GHG emissions, and visual and mineral resources.
- **Chapter 7: Community Safety**—Describes hazards associated with geology, seismic, flooding, hazardous materials, and wildland fire, as well as public safety services such as emergency preparedness. Existing noise conditions are also described.

Format of Technical Sections

Each chapter is then subdivided into the following subsections, when applicable.

- **Introduction and Background**—Provides a brief description of the issues covered in the section.
- **Regulatory Framework**—Presents federal, state, and local regulations that relate to each resource or issue area.
- **Existing Conditions**—Describes the existing physical, economic, social, or environmental setting.
- **Future Conditions**—Remarks on the physical, economic, social, or environmental trends.
- **Issues/Implications**—Presents preliminary issues and resulting implications based on the existing and/or future conditions identified.
- **References**—An alphabetical listing of sources of information and/or persons consulted.

1.4 REGIONAL LOCATION

The City of La Habra is located in the northwest corner of Orange County situated within the La Habra Basin between the Puente Hills on the north and the Coyote Hills on the south. The City borders the Orange-Los Angeles County line and is immediately adjacent to the Los Angeles County cities of Whittier, La Habra Heights, and La Mirada on the west and north; and the Orange County cities of Brea and

Fullerton on the east and south. La Habra's regional location is reflected on Figure 1-1 (Regional Location).

The topography of La Habra is characterized as a valley, with gentle rolling terrain and hillsides in the northern and southern portions of the City. La Mirada Creek, Imperial Channel, and Coyote Creek are the major drainage channels that collect surface water and convey it through the City. The general pattern of drainage flow is from the north and the south towards the center of La Habra until reaching the drainage channels that transport the water in a west and southwest direction. The City of La Habra is served by various transportation facilities including three state highways—State Route (SR) 39 (north/south and east/west), SR 72 (east/west), and SR 90 (east/west)—and arterial streets.

1.5 SPHERE OF INFLUENCE & PLANNING AREA

A sphere of influence is defined as "a plan for the probable physical boundaries and service area of a local agency, as determined by the Commission." The Commission is the Local Agency Formation Commission, or LAFCO, which is responsible for establishing a sphere of influence for each city and district whose boundaries are regulated by LAFCO. Typically, a sphere of influence is the territory a city or district is expected to annex. The City of La Habra's sphere of influence was originally adopted in 1974 by the Orange County LAFCO.

La Habra's planning area is defined as the City's sphere of influence, which includes all properties located within the City limits of La Habra and six Orange County island areas: Macy/Randall Island, Citrus/Entrada Island, Citrus/Idaho Island, Cypress/Terry Island, Cypress/Turndell Island, and Palm/Shadycrest Island. Figure 1-2 (La Habra Planning Area) illustrates the planning area, sphere of influence, county boundaries, City limits, and the island areas. The total planning area covers approximately 7.6 square miles (4,844 acres)—7.4 square miles (4,718 acres) within the City limits and 0.2 square miles (126 acres) of County islands. The 7.6-square-mile area represents the ultimate external borders of the City of La Habra, as the corporate boundaries of the adjacent jurisdictions preclude additional expansion by La Habra. In the context of the TBR, the City's planning area serves as the point of reference for the description of existing conditions.

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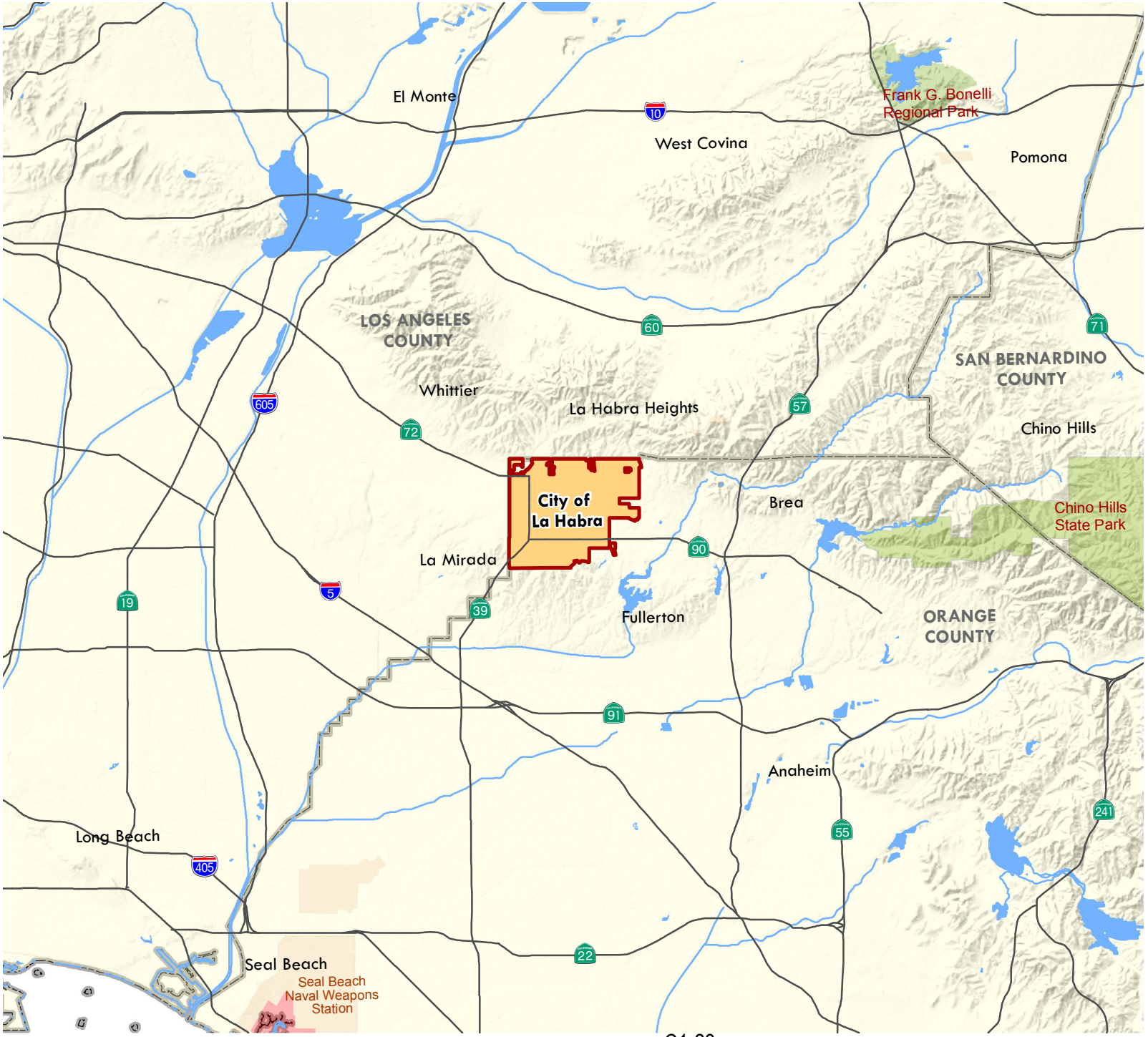


GENERAL PLAN

CITY of LA HABRA

General Plan Update

REGIONAL LOCATION

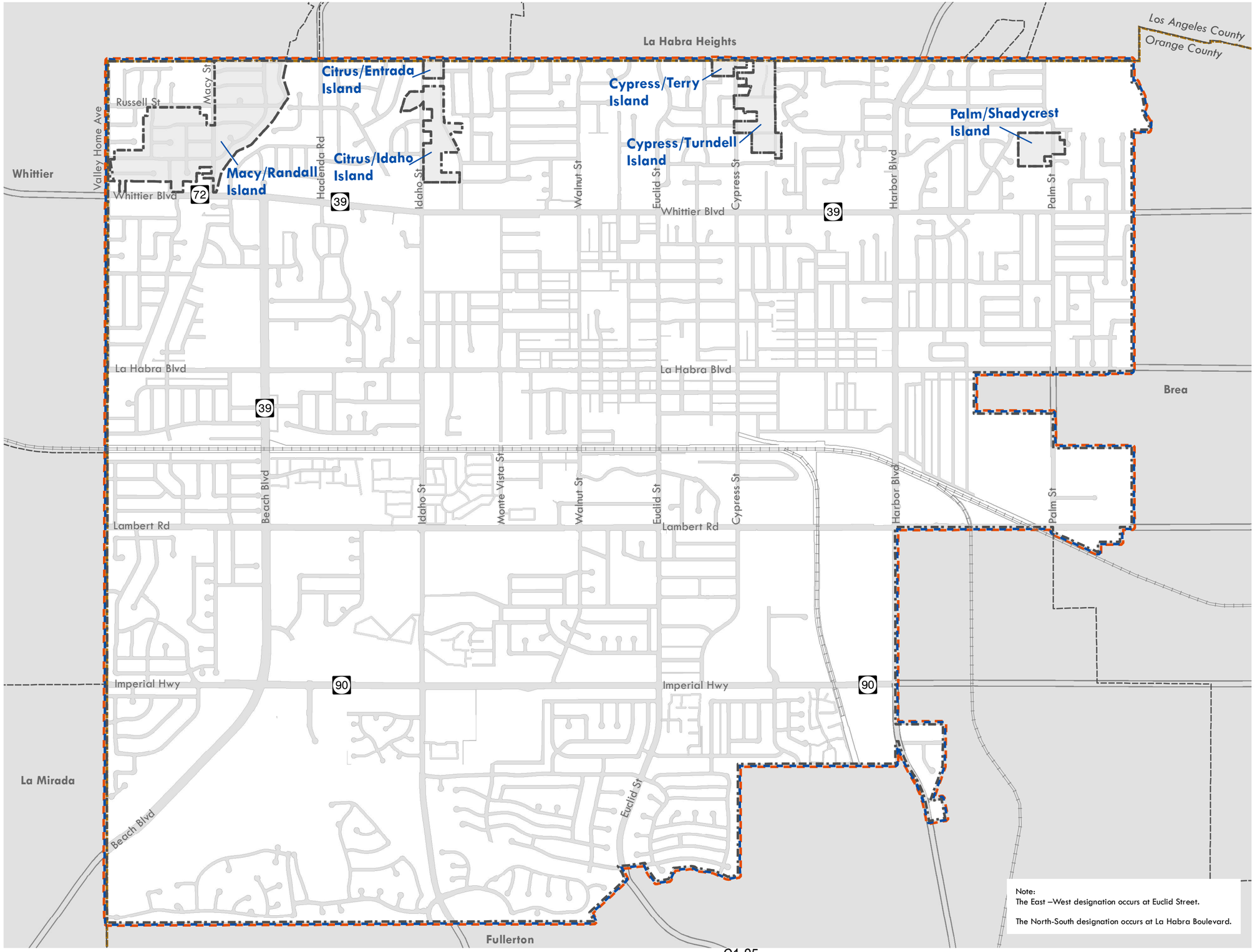
Legend

- Highway
- City of La Habra
- Waterbody
- State/County Park
- County Boundary

Source: City of La Habra, December 2010
Date Revised: April 4, 2011
Regional 8x11.mxd

Miles
0 1 2 4

Figure 1-1



City of La Habra
GENERAL PLAN

CITY of LA HABRA
General Plan Update

LA HABRA
PLANNING AREA

Legend

- Railroad
- La Habra City Limits
- La Habra Sphere of Influence
- La Habra Planning Area
- County Boundary

Source: City of La Habra, January 2011
Date Revised: April 4, 2011
TBR/Planning_Area.mxd

Miles
0 0.125 0.25 0.5

Figure 1-2

CHAPTER 2 **Community Development**

2.1 LAND USE

Introduction

This section describes the existing land uses within the City of La Habra and planning area, the General Plan 2020 land use designations, zoning, the City's specific plan areas, and the areas in which new development and uses may be considered. These 'potential areas of change' include areas in the City where properties are vacant; need preservation; or offer opportunities for re-use, infill, and intensification; and those with economically or physically obsolete development. Information in this section is based on data provided by the City of La Habra, the La Habra General Plan 2020, the various Specific Plans, the La Habra Municipal Code, and field observations.

Background

With its valley setting, Mediterranean climate, and gentle rolling terrain, La Habra is situated between the hillsides of the Puente Hills and Coyote Hills to the north and south, respectively. These hills constitute a significant natural topographical feature, visible to all residents and visitors. La Habra's valley and hillside settings have had a substantial impact on the shape, location, and types of land uses within the community. The two general areas of development with associated growth patterns include the valley area, which is influenced by the gridded streets, and the hillside areas, which wind and conform to the natural terrain.

Early development in La Habra was agricultural in nature, which primarily consisted of citrus orchards and avocado farms. Later, the oil industry proved successful and industrial oil production infrastructure was a visible land use. With the onset of the postwar boom period of the 1950s through the 1970s, the City became more urbanized and land use in La Habra was characterized by one and two-story suburban development dominated by housing, schools, commercial centers, light industrial areas, community facilities, and parks. Today, the City's built environment remains "low rise" with predominately one- to two-story buildings and development of no more than four stories.

Existing Conditions

PLANNING AREA

La Habra's planning area is defined as the City's sphere of influence, which includes all properties located within the City limits of La Habra and the six Orange County island areas identified as Macy/Randall, Citrus/Entrada, Citrus/Idaho, Cypress/Terry, Cypress/Turndell, and Palm/Shadycrest. Refer to Chapter 1, Figure 1-2 (La Habra Planning Area) for an illustration of the planning area, sphere of influence, county boundaries, City limits, and the County island areas.

The La Habra planning area covers 7.6 square miles (approximately 4,844 acres), or 7.4 square miles (approximately 4,718 acres) within the City limits and 0.2 square mile (approximately 126 acres) of County islands. The 7.6-square-mile area represents the ultimate external borders of La Habra, as the corporate boundaries of the adjacent jurisdictions preclude additional expansion by the City of La Habra.

EXISTING LAND USE

The City of La Habra's predominant existing land use development pattern is influenced by the grid alignment of the City's arterial highways that support commercial uses along the corridors and include pockets of multi-family residential, abutted by lower density single-family residential neighborhoods. La Habra is almost fully developed with few remaining vacant parcels. Any new development in the City would primarily occur as infill or re-use of existing developed properties.

The existing land uses within the La Habra planning area are depicted on Figure 2.1-1 (Existing Land Use) and tabulated in Table 2.1-1 (Existing Land Use). The latter defines the land area (acreage), intensity standards or typical densities and Floor Area Ratios (FAR) (see side bar illustrations), and the estimated amount of development (residential units and non-residential building square feet) for each land use.

La Habra's existing land use information is based on the actual uses of the land and reflects the existing built environment, which differs from the City's 2020 General Plan land use designations (i.e., uses for which the land is planned) and zoning (i.e., how the land is regulated). The discussion of the City's 2020 General Plan land use designations and zoning follows this section.

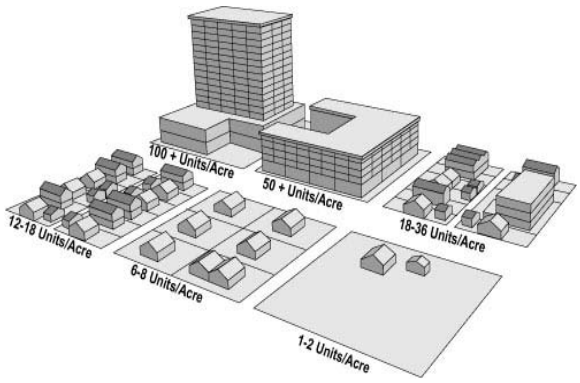
Of the total planning area, approximately 51 percent is developed for residential, 9 percent commercial, 6 percent industrial, 6 percent public uses, 6 percent open space and parks and recreation, and 22 percent is used for public rights-of-way or other land use. Based on the 2010 Census, La Habra includes 19,924 housing units, of which approximately 62 percent are single-family, 35 percent are multi-family, and 3 percent are mobile homes.

INTENSITY STANDARDS

Intensity standards are expressed as an allowable range of residential densities and non-residential floor area ratios (FARs) per gross acre. Densities and FARs may be adjusted above or below identified ranges based upon an assessment of project conditions and/or the application of density bonuses and nonresidential incentives. Examples of typical densities and FARs are illustrated below.

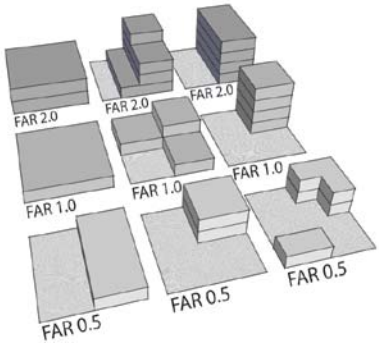
RESIDENTIAL DENSITY

Residential density is expressed as units per gross acre, and is calculated as the total number of units within a defined area divided by the gross acres of the area.



FLOOR AREA RATIO (FAR)

A FAR is a ratio of the gross square footage of all buildings on a lot to the gross square footage of the lot.



The unincorporated County islands areas within the planning area are predominantly developed for single-family residential. A small area is developed for general commercial uses, located in the northwestern portion of the City within the Macy/Randall County Island along Whittier Boulevard.

Table 2.1-1 Existing Land Use[a]

Land Use Types	*Acres*	*Percent of Planning Area*	*Typical Densities and FARs*	*Estimated Yield*
CITY LIMITS				
Residential				
Single Family Residential	1,832	38%	6.3 units/acre	11,541 units
Multi-Family Residential	463	9%	15.05 units/acre	6,968 units
Mobile Home Park	84	2%	8.1 units/acre	680 units
Mixed-Use				
Mixed Use Residential/Commercial	6	<1%	12.0 units/acre/0.25 FAR	72 units/65,340 sf
Mixed Use Commercial/Industrial	7	<1%	0.35 FAR	106,722 sf
Commercial				
General Commercial	284	6%	0.25 FAR	3,092,760 sf
Neighborhood Commercial	5	<1%	0.25 FAR	54,450 sf
Commercial Shopping Center	111	2%	0.30 FAR	1,450,548 sf
Central Business District	14	<1%	0.27 FAR	164,657 sf
Office				
Professional Office	18	<1%	0.27 FAR	211,702 sf
Medical Office	1	<1%	0.27 FAR	11,761 sf
Industrial				
Industrial	268	6%	0.25 FAR	2,918,520 sf
Public				
Public Facility	29	1%	—	—
Utilities (e.g., sub-station)	18	0.5%	—	—
School	225	5%	—	—
Open Space and Park and Recreation				
Open Space	24	<1%	—	—
Park and Recreation	301	6%	—	—
Other				
Church	44	1%	—	—
Right-of-Way/Roads	899	19%	—	—
Railroad Right-of-Way	54	1%	—	—
Vacant Land	31	1%	—	—
Subtotal Acres in City Limits	***4,718***	***97.5%***	***19,261 units and 8,076,460 sf***	

Table 2.1-1 Existing Land Use[a]				
Land Use Types	*Acres*	*Percent of Planning Area*	*Typical Densities and FARs*	*Estimated Yield*
COUNTY ISLANDS				
Residential				
Single Family Residential	104	2%	6.3 units/acre	655 units
Multi-Family Residential	0.5	<1%	15.05 units/acre	8 units
Commercial				
General Commercial	1	<1%	0.25 FAR	10,890 sf
Other				
Right-of-Way/Roads	20.5	<1%	—	—
Subtotal Acres in County Islands	***126***	***2.5%***	***663 units and 10,890 sf***	
Total Acres in Planning Area	***4,844***	***100%***	***19,924 units and 8,087,350 sf***	

SOURCES: City of La Habra (2011), Technical Background Report Section 2.2 (Economic Development), and the 2008–2014 City of La Habra Housing Element (September 2011).

sf = square feet

a. Information is based on the actual uses of the land and reflects the existing built environment, which differs from the City's 2020 General Plan land use designations (i.e., uses for which the land is planned) and zoning (i.e., how the land is regulated).

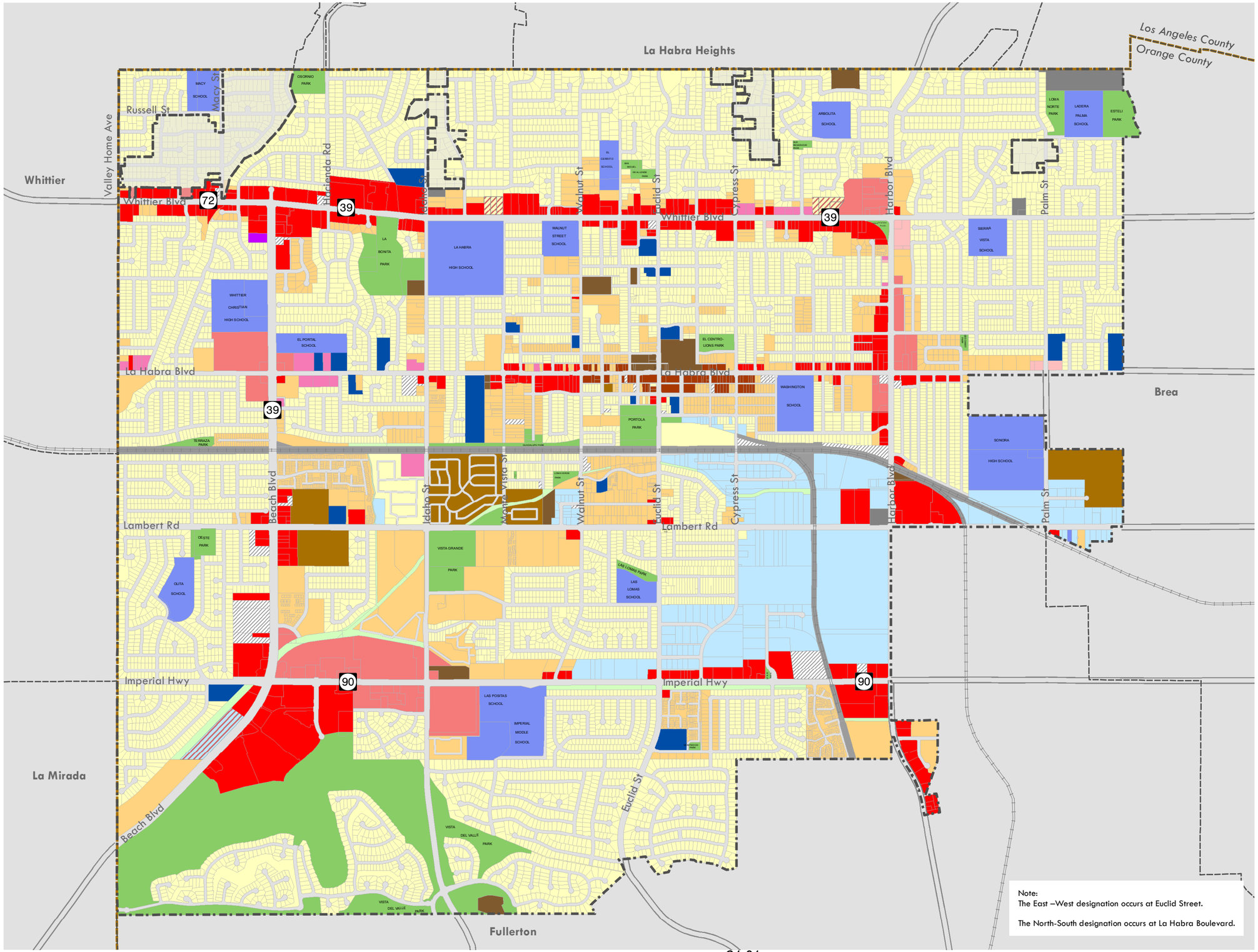
CHARACTERISTICS OF EXISTING LAND USE

RESIDENTIAL

Residential land uses are dispersed throughout the City and represent the majority, or 51 percent, of the total land area in La Habra. The predominate type and form of residential land use in La Habra is the "traditional" *single-family residential* home. Neighborhoods generally located in central La Habra, typifies much of the older residential developments in the City. These neighborhoods were typically built during the 1920-50s and streets are laid out in an interconnected grid with houses set back at different distances from the street and are developed on small lots which creates neighborhoods with somewhat higher densities.

Single family residential homes in La Habra Hills

The City's newer *single-family residential* neighborhoods, or those built from 1980 to the present, are commonly included within planned developments. The La Habra Hills development is such an example and is located to the south of Imperial Highway within the hillside area and includes single-family residences on lots along curvilinear street patterns, typically with cul-de-sacs. Within central La Habra, the single-family development Tapestry is also part of a planned development and is located at the northwest corner of Lambert Road and Idaho Street.



Note:
The East –West designation occurs at Euclid Street.

The North-South designation occurs at La Habra Boulevard.

City of La Habra
GENERAL PLAN

CITY of LA HABRA
General Plan Update

EXISTING LAND USE*

Legend

Land Use

- Single Family Residential
- Multi-Family Residential
- Mobile Home Park
- Mixed Use Residential/Commercial
- Mixed Use Commercial/Industrial
- General Commercial
- Neighborhood Commercial
- Commercial Shopping Center
- Central Business District
- Professional Office
- Medical Office
- Church
- Industrial
- Open Space
- Park and Recreation
- Public Facility
- School
- Railroad ROW
- Utility
- Vacant
- Roads ROW
- Railroad
- La Habra City Limits
- County Boundary

*Information is based on the actual uses of the land and reflects the existing built environment, which differs from the City's 2020 General Plan land use designations (i.e., uses for which the land is planned) and zoning (i.e., how the land is regulated).

Source: City of La Habra, January 2011
Date Revised: March 14, 2012
Existing_Land_Use.mxd

Miles
0 0.125 0.25 0.5

Figure 2.1-1

Multi-family residential units, both medium and high density, account for approximately one-third of the City's existing residential land use. The majority of the medium-density developments consists of lots with two to three units and is generally intermingled with single-family development in the City's central core. High density development is primarily located along or immediately adjacent to the City's major commercial corridors including Beach Boulevard, Whittier Boulevard, Harbor Boulevard, La Habra Boulevard, Lambert Road, and Imperial Highway. These areas incorporate a variety of higher density housing types ranging from townhomes and condominiums to garden and low-rise apartments up to three-stories.

Mobile homes parks in La Habra represent 2 percent of the planning area or 84 acres. The majority of the City's mobile home parks are along Lambert Road between Beach Boulevard and Walnut Street, in addition to the Lake Park mobile home community, which is located adjacent to La Habra's eastern City limits along Palm Street.

Friendly Village Mobile Home Park

MIXED-USE

Very little, or less than 1 percent, of existing land uses within the City's planning area are either *mixed-use residential/commercial* or *mixed-use commercial/industrial*. An example of residential/commercial mixed-use is located along Whittier Boulevard, between Harbor Boulevard and Cypress Street. There, residential was the only existing land use on the site until commercial uses were developed fronting Whittier Boulevard. The existing residential housing units remained to the rear of the new commercial development, thus creating a mixed-use environment. On the west side of Beach Boulevard, south of Imperial Highway, commercial/industrial mixed-use is applied to the linear strip of land adjacent to the Coyote Creek Bikeway corridor.

COMMERCIAL

Commercial land uses in La Habra are located throughout the community along corridors, within centers, and at district nodes. Approximately 9 percent of land uses within the City's planning area are commercial. The predominate existing commercial land use types in La Habra include *general commercial* with businesses located to the rear of the site along the street corridor with expanses of parking lots along the front, and *commercial shopping centers* typically situated on a large site that contains multiple tenants in an integrated complex of buildings surrounded by large fields of parking.

General commercial along Whittier Blvd

La Habra's largest *commercial shopping center* node includes the La Habra Market Place (Imperial Highway and Beach Boulevard), the Imperial Promenade (Imperial Highway and Idaho Street), and the Palms Shopping Center (Idaho Street and Imperial Highway). La Habra's largest *general commercial* areas include the majority of the properties fronting the length of the Whittier Boulevard, Harbor Boulevard, Beach Boulevard, and Imperial Highway corridor.

La Habra Boulevard is another major corridor in the City with commercial land use. Most parcels along the boulevard are shallow in depth and contain small-scale commercial projects, although larger nodes of commercial uses are located at the intersections of Beach and Harbor boulevards. A section of La Habra Boulevard adjoining the Civic Center—generally between Walnut Street and Cypress Street—is developed with a cluster of buildings, conveying a "Main Street" environment that is considered the City's commercial *central business district*. This area includes a mix of land uses, though it does not contain an intensity of uses to allow it to function as a commercial node, much like the larger *commercial shopping centers* in the City.

La Habra Blvd central business district

Neighborhood commercial areas in La Habra provide a mix of local retail and personal services to the immediate area, are smaller than grocery shopping centers, and tend to be more pedestrian-oriented due to proximity to adjacent residential neighborhoods. Examples of *neighborhood commercial* sites include the area at the southwest corner of Lambert Road and Walnut Street, and the node at La Habra Boulevard and Palm Street.

OFFICE

Less than 1 percent of land uses within the City's planning area are office. *Professional office* and *medical office* land uses in La Habra include professional legal services, real estate, insurance, medical, investment, and other services. *Professional office* uses are primarily located in clusters along La Habra Boulevard and near Whittier Boulevard and Cypress Street. An example of the *medial office* use includes healthcare provided by the St. Jude Heritage Medical Group located on Beach Boulevard, south of Whittier Boulevard.

INDUSTRIAL

Industrial development in La Habra is characterized by *light industrial* land uses and business, research, and development parks. These uses are typically contained in buildings that include warehousing and light manufacturing activities. Approximately 6 percent of land uses within the City's planning area are *industrial*. Most of the City's *industrial* land use is concentrated in the southeastern portion of the City generally bordered by the Union Pacific Railroad to the north, Harbor Boulevard to the east, Imperial Highway to the south, and Euclid Street to the west.

Light industrial warehouse use south of Lambert Road along Harbor Blvd

Industrial business parks may contain office or hi-tech industrial uses. Examples include the area to the north of Lambert Road, on the east side of Cypress Street and the area on the west side of Harbor Boulevard, just south of the Union Pacific Railroad tracks.

Other pockets of light industrial land use includes the northwest corner of Lambert Road and Walnut Street; the area along Lambert Road, west of

Idaho Street, and east of the flood control channel; and the area adjacent to Palm Street, the Union Pacific Railroad tracks, and the eastern City limits.

PUBLIC

Public land uses in La Habra include *public facilities*, *utilities*, and *schools*. Over 6 percent of land uses within the City's planning area are *public*. *Public* uses are located throughout La Habra and include the City's fire stations; elementary, middle, and high schools; electrical substations; water facilities; City's corporation yard; Boys and Girls Club of La Habra; and the Civic Center area that houses the City's Administration Building, City Hall, the La Habra Community Center, City Police Station, and the La Habra Library branch. Refer to Section 4.3 (Schools), Section 4.4 (Police Services), Section 4.5 (Fire Services) for information on the City's schools, police, and fire facilities and locations.

La Habra Administration Building

OPEN SPACE AND PARK AND RECREATION

Approximately 6 percent of land uses within the City's planning area are *open space and parks and recreation*. Because La Habra is nearly built-out and has been altered by past development activities, very few "natural" *open space* areas remain. The City's *open space* land use areas are identifiable with the natural and concrete-lined flood control channels along the City's three primary drainages—La Mirada Creek, Coyote Creek, and Imperial Channel.

El Centro-Lions Park

La Habra includes 24 *parks* throughout the City, often times adjacent to schools or within walking distance of residential neighborhoods with a wide range of *recreation* land uses. Examples of recreational facilities include the La Habra Children's Museum and tennis courts at Portola Park, the Boys Scout Hut at Vista Grande Park, the Girls Scout Pavilion and the Boys and Girls Club at La Bonita Park, the Women's Club House on Greenwood Avenue, and the Veteran's Hall on Orange Street that is utilized as a recreation rental facility for local groups.

The privately owned Westridge Golf Course is also considered a major recreational facility in the City and is located within the southern hillsides of La Habra on approximately 153 acres. The eighteen-hole public golf course includes landscaped grounds, a clubhouse, restaurant, outdoor patio, driving range, and lake and waterfall. Refer to Section 4.1 (Parks, Trails, and Recreational Programs) and Section 6.1 (Open Space) for information on the City's *open space and parks and recreation* areas.

OTHER

Vacant land north of Imperial Highway, and adjacent to the Union Pacific Railroad right-of-way spur

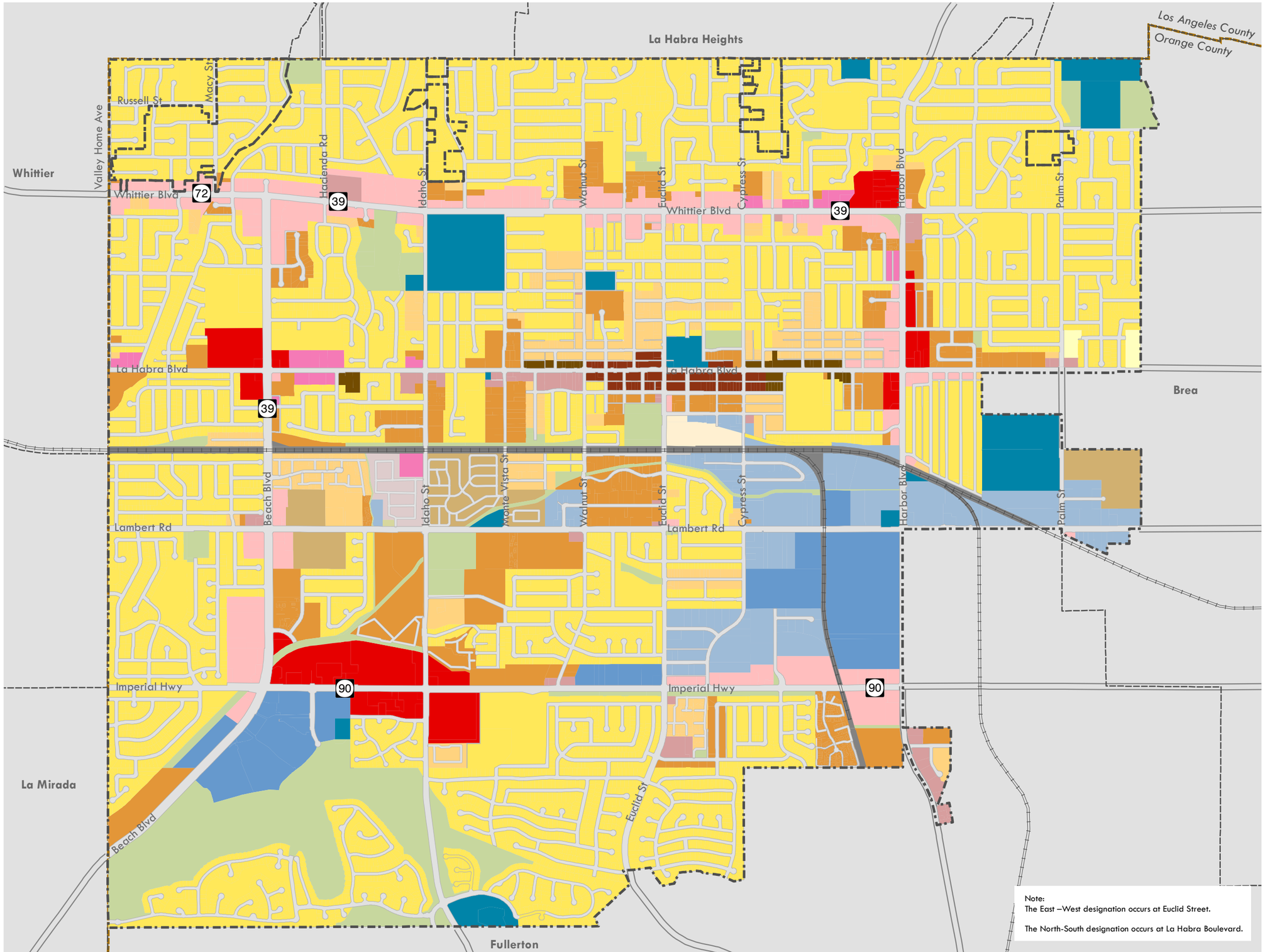
Of the 22 percent of other existing lands within the City's planning area, approximately 20 percent is within roadway and railroad rights-of-way, while 1 percent is vacant land and the other 1 percent is existing churches. The Union Pacific Railroad right-of-way corridor bisects the City in an east-west orientation with a spur to the south between Harbor Boulevard and Cypress Street. The areas of vacant land use are generally located within central La Habra along La Habra Boulevard, along Whittier Boulevard at the Euclid Street and Hacienda Road intersections, adjacent to the railroad right-of-way near Harbor Boulevard and north of Imperial Highway, and on the west side of Beach Boulevard north of Imperial Highway and south of Lambert Road. Churches are dispersed throughout the City.

GENERAL PLAN 2020 LAND USE DESIGNATIONS

The City of La Habra General Plan 2020 establishes land use designations to guide the distribution, location, and extent of development within the City. These designations define standards for the maximum density and intensity of development, including the number of dwelling units per acre for residential uses and building square footage, typically expressed as FAR, for nonresidential uses.

Figure 2.1-2 (2020 General Plan Land Use) illustrates the General Plan's land use designations. For each designation, Table 2.1-2 (2020 General Plan Land Use Designations) indicates the associated acreage and potential capacity for residential and non-residential uses based on the adopted standard. Residential land use designations comprise the greatest percentage of the area at 53 percent or 2,568 acres; followed by industrial uses at over 8 percent, commercial uses at 8 percent, open space uses at 6 percent, and public facilities at 3 percent. Generally, when comparing La Habra's existing development to those designated under the City's General Plan 2020 Land Use diagram, the patterns and distribution of uses are similar, through some sites are developed at densities less than the permitted maximums. Descriptions of the La Habra General Plan 2020 land use designations are provided below.

- **Rural Density Residential (0–3 Families per acre).** Characterized by large lot (i.e., minimum lot size 15,000 square feet), single-family residential development in a semi-rural setting with hilly terrain.
- **Low Density Residential (4–8 Families per acre).** Characterized by conventional single-family residential developments constructed in subdivisions with lot sizes ranging from 5,500 to 10,000 square feet.
- **Medium Density Residential (9–14 Families per acre).** Characterized by a variety of development types including small lots or zero lot line single-family subdivisions, duplexes, and lower density multi-family complexes.
- **High Density Residential (15–23 Families per acre).** Characterized by apartment and condominium/townhouse units that house multiple dwelling units, provide for common recreational open space area, and may consist of two-story buildings.
- **Mobile Home Park (8–13 Families per acre).** Characterized by typical detached single-family mobile home units. Minimum mobile home park site is 5 acres to allow for common areas, landscape aesthetics, sufficient buffers, and recreational areas.



City of La Habra
GENERAL PLAN

CITY of LA HABRA General Plan Update

2020 GENERAL PLAN LAND USE

Legend

- Railroad
- La Habra City Limits

Residential

- Rural Density 0-3 Families/Acre
- Low Density 4-8 Families/Acre
- Medium Density 9-14 Families/Acre
- High Density 15-23 Familes/Acre
- Mobile Home Park 8-13 Familes/Acre
- Transitional up to 23 Families/Acre
- Euclid Street Specific Plan
- Voit Specific Plan
- Lambert/Idaho Specific Plan

Commercial

- Neighborhood Commercial
- Community Shopping Center
- Central Business District
- Highway Commercial
- Professional Office

Industrial

- Commercial Industrial
- Light Industrial
- Railroad ROW

Open Space

- Parks, Flood Channels

Public Facility

- Public Facility
- County Boundary

Source: City of La Habra, December 2010
Date Revised: September 16, 2011
EXGP.mxd

Miles
0 0.125 0.25 0.5

Figure 2.1-2

Table 2.1-2 2020 General Plan Land Use Designations[a]				
Land Use Designations	*Acres*	*Percent of Planning Area*	*2020 General Plan Densities/FAR*	*Development Capacity*
CITY LIMITS				
Residential[b]				
Rural Density (0–3 Families/Acre)	6	**53%**	0–3 units/acre	0–18 units
Low Density (4–8 Families/Acre)	1,911		4–8 units/acre	7,646–15,292 units
Medium Density (9–14 Families/Acre)	175		9–14 units/acre	1,575–2,450 units
High Density (15–23 Families/Acre)	350		15–23 units/acre	5,250–8,050 units
Mobile Home Park (8–13 Families/Acre)	83		8–13 units/acre	664–1,079 units
Transitional up to 23 Families/Acre	13		9–23 units/acre	117–299 units
Euclid Street Specific Plan	11		8.21[c] units/acre	91 units
Voit Specific Plan	0.5[d]		6[d] units/acre	3 units
Lambert/Idaho Specific Plan	18.5[e]		9.5[e] units/acre	112 units
Subtotal	*2,568*		—	*15,252–27,394 units*
Commercial[f]				
Neighborhood Commercial	40	**8%**	0.30 FAR	522,720 sf
Community Shopping Center	115		0.50 FAR	2,504,700 sf
Central Business District	21		0.50 FAR	457,380 sf
Highway Commercial	195		0.30 FAR	2,548,260 sf
Professional Office	26		0.70 FAR	792,792 sf
Subtotal	*397*		—	*6,825,852 sf*
Industrial				
Commercial Industrial	168	**8.5%**	0.50 FAR	3,659,040 sf
Light Industrial	196		0.45 FAR	3,841,992 sf
Railroad Right-of-Way	54		—	—
Subtotal	*418*		—	*7,501,032 sf*
Open Space[g]				
Parks, Flood Channels[h]	303	**6%**	—	—
Subtotal	*303*		—	—
Public Facility[f]				
Public Facility[i]	133	**3%**	—	—
Subtotal	*133*		—	—
Right-of-Way/Roads				
Right-of-Way/Roads	899	**19%**	—	—

Table 2.1-2 2020 General Plan Land Use Designations[a]				
Land Use Designations	*Acres*	*Percent of Planning Area*	*2020 General Plan Densities/FAR*	*Development Capacity*
Subtotal	*899*		—	—
Subtotal Acres in City Limits	*4,718*	*97.5%*	—	—
Subtotal Units in City Limits	—	—	—	*15,252–27,394 units*
Subtotal Square Feet in City Limits	—	—	—	*14,326,884 sf*
COUNTY ISLANDS				
Low Density (4–8 Families/Acre)	103	**2.5%**	4–8 units/acre	412–824 units
High Density (15–23 Families/Acres)	0.5		15–23 units/acre	7–11 units
Highway Commercial	1		0.30 FAR	13,068 sf
Parks, Flood Channels	1		—	—
Right-of-Way/Roads	20.5		—	—
Subtotal Acres in County Islands	*126*		—	—
Subtotal Units in County Islands	—	—	—	*419–835 units*
Subtotal Square Feet County Islands	—	—	—	*13,068 sf*
Total Acres in Planning Area	***4,844***	***100%***	—	—
Total Units in Planning Area	—	—	—	***15,671-28,229 units***
Total Square Feet in Planning Area	—	—	—	***14,339,952 sf***

SOURCE: City of La Habra (2011); La Habra General Plan 2020 (1990).

a. The acreage percentage of General Plan land use designations reflected in Table 2.1-2 does not exactly align with the acreage percentage of the La Habra Municipal Code Land Use Zones in Table 2.1-3 because not all City-adopted specific plan areas are reflected on the General Plan Land Use Map.

b. Includes the La Habra Boulevard Specific Plan and La Habra Hills Specific Plan areas.

c. Units (i.e., development capacity) are "not to exceed" based on Euclid Street Specific Plan; development density included.

d. Units (i.e., development capacity) are "not to exceed" based on Voit Specific Plan; density calculated based on acreage.

e. Units (i.e., development capacity) are "not to exceed" based on Lambert/Idaho Specific Plan; density calculated based on 11.77 acres of Residential-Single Family Detached land use. Remaining acreage is Recreation and Open Space Area and Other (includes circulation) land use.

f. Includes the La Habra Boulevard Specific Plan area.

g. Includes the La Habra Hills Specific Plan area.

h. Includes the 153-acre Westridge Golf Course.

i. Includes fire stations, Civic Center uses, electrical substations, schools, and other public and private uses.

- **Transitional (Commercial/Residential) (0.40 FAR/up to 23 Families per acre).** Created with the implementation of the La Habra Boulevard Specific Plan. Provides the maximum flexibility for development depending on market conditions and the ability to consolidate small infill lots. The long term goal is to remove the existing low-density residential uses designated Traditional in order to develop opportunities for large lot commercial or medium to high density residential developments, as appropriate.
- **Neighborhood Commercial (0.30 FAR).** Characterized by commercial uses that serve the daily or frequent commercial needs of the residents in the immediate vicinity (e.g., convenience stores, grocery stores, drug stores, Laundromat, beauty shops, and appliance repair).

- **Community Shopping Center (0.50 FAR).** Characterized by a variety of commercial uses serving the larger citywide area as well as the immediate surrounding communities. These centers typically have a principal outlet or anchor that includes a variety store, supermarket, or home improvement store and a range of food, convenience goods, and specialty retail/merchandise commercial uses.
- **Central Business District (0.50 FAR).** Characterized by a broad range of commercial uses that provide services to the immediate La Habra downtown area including specialty commercial retail stores and commercial uses directly related to the Civic Center, professional offices, banks, restaurants, and facilities for cultural arts and community events. No residential uses are permitted in the Central Business District designation.
- **Highway Commercial (0.30 FAR).** Characterized by commercial uses that need a large amount of land area and are primarily related to and dependent on the City's main arterials for patronage and access (e.g., auto sales and service, motels, restaurants, service stations, and equipment rental).
- **Professional Office (0.70 FAR).** Characterized by professional business office uses (e.g., private, realty, law, and medical offices), permits retirement/convalescent homes.
- **Commercial Industrial (0.50 FAR).** Characterized by planned business/industrial parks and large retail commercial centers.
- **Light Industrial (0.45 FAR).** Characterized by manufacturing, wholesale, and warehouse uses with off street parking that can be developed in close proximity to residential uses without serious conflict due to development standards that regulate things such as noise, vibration, setbacks, and landscaping.
- **Parks, Flood Channels.** Characterized by buildings, facilities, and recreational areas within City owned mini, neighborhood, and community parks. Also includes landscape buffers and flood control channels, which typically are not developed as recreational open space, but do represent a resource to the community.
- **Public Facility.** Characterized by facilities owned and operated by the City or by other public and/or private entities.

Generally, residential land use classifications are distributed throughout the planning area, with concentrations of Low Density Residential located in the northern and southern hillsides, in the northeast bordering the City of Brea, and to the west bordering the cities of Whittier and La Mirada. *Medium and High Density Residential* land uses typically are found in central La Habra along and adjacent to Whittier Boulevard, La Habra Boulevard, and Lambert Road (see Figure 2.1-2 [2020 General Plan Land Use]). The predominant land use designation applied to the County island areas within the northern hillsides of the La Habra planning area is *Low Density Residential*.

Industrial land use designations are concentrated along Lambert Road, Harbor Boulevard, and Imperial Highway, including many areas fronting the Union Pacific Railroad tracks. A large center of *Commercial* and *Industrial* designated land uses occur at the intersection of Imperial Highway and Beach Boulevard. Significant areas adjacent to the intersections of Imperial Highway and Beach Boulevard, La Habra Boulevard and Beach Boulevard, and Whittier Boulevard and Harbor Boulevard are designated for *Community Shopping Center* uses.

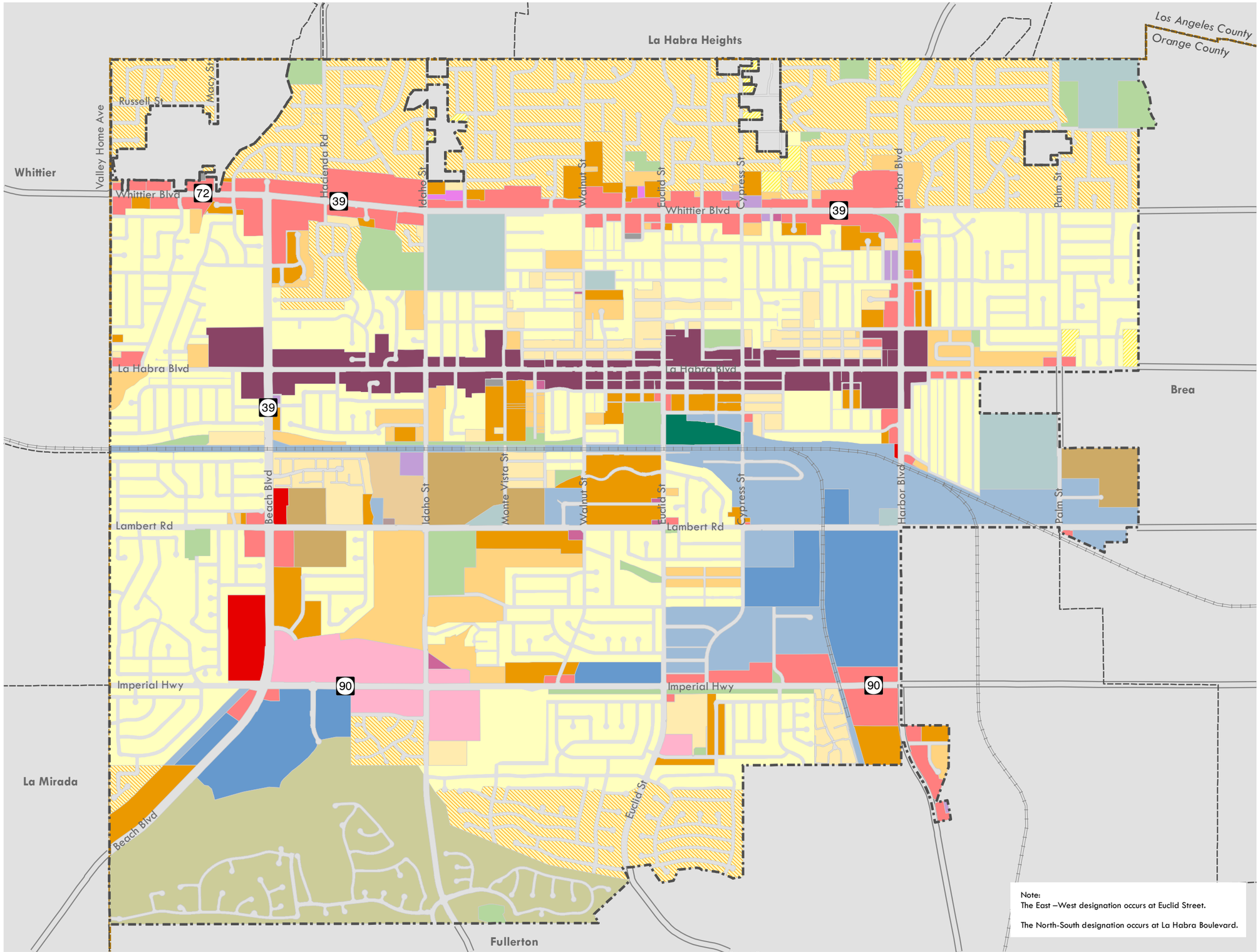
The *Highway Commercial* designation applies principally along the City's arterials including Beach Boulevard, Whittier Boulevard, Harbor Boulevard, and Imperial Highway, while the *Central Business District* designation is centered around the Civic Center on La Habra Boulevard. As part of the City's open space designation, *Parks* and *Flood Channels* are distributed throughout the City.

ZONING

Title 18 (Zoning) of the City of La Habra Municipal Code establishes the official land use zoning for the City, establishing districts for land use entitlement and development consistent with the General Plan's land use designations and policies. The City's zoning defines permitted uses for each category and establishes standards addressing such topics as minimum lot sizes, maximum lot coverage, setbacks, landscaping, building height, and parking. Land use zones determine specific intensity and density of development allowed on a given parcel and may be more restrictive than the General Plan. Projects submitted for review and approval are evaluated for consistency with both the General Plan and the Municipal Code, including zoning.

The City's land use zones and associated acreages are provided in Table 2.1-3 (La Habra Municipal Code Land Use Zones). Figure 2.1-3 (Zoning) illustrates the location and distribution of the land use zones. Descriptions of the City's zoning districts and principal uses occurring in each district are provided below. For information regarding the area requirements, heights, required setbacks, and parking of the zoning districts, see the City's Municipal Code, Title 18 (Zoning).

- **One-family zone (R-1a, R-1b, and R-1c).** Principal uses include one-family dwellings, single-family mobile homes, two-family dwellings, and two one-family dwellings. Residential care facilities serving six or fewer and small family day care homes are also allowed in this zone.
- **Two-family zone (R-2), Limited multiple-family zone (R-3), and Multiple-family dwelling zone (R-4).** Principal uses include one-family dwellings, single-family mobile homes, two-family dwellings, two one-family dwellings, multiple-family dwellings, apartment houses, group dwellings, condominiums, cluster housing, residential care facilities serving six or fewer, and small family day care homes.
- **Mobile home park zone (MHP).** Designated to provide for the accommodation of residential mobile homes at a standard consistent with the protection of the health, safety, and welfare of the community. Principal use includes single-family mobile homes, but also permits one-family dwellings, residential care facilities serving six or fewer, and small family day care homes.
- **Commercial-residential (C-R).** Intended to provide an area where a planned, integrated relationship can be developed utilizing certain commerce, office, and high-density residences. Principal uses include multiple-family dwellings and commercial.
- **Commercial and professional office zone (C-P).** Principal uses are intended for medical and other professional offices and related types of uses and facilities. Other permitted uses include banks.
- **Limited commercial zone (C-1), Commercial zone (C-2), and General commercial zone (C-3).** Principal uses include general retail; administrative, medical, and professional offices; general business offices; banks; dry cleaning business; and recycling centers.
- **Community shopping center zone (C-2S).** Intended to serve as a planned unified shopping center.



City of La Habra
GENERAL PLAN

CITY of LA HABRA
General Plan Update

ZONING

Legend

Residential
- R-1a, One Family Zone
- R-1b, One Family Zone
- R-1c, One Family Zone
- R-2, Two Family Zone
- R-3, Limited multiple-family zone
- R-4, Multiple-family dwelling zone
- MHP, Mobile home park zone

Commercial
- C-R, Commercial-residential zone
- C-P, Commercial and professional office zone
- C-1, Limited commercial zone
- C-2, Commercial zone
- C-2S, Community shopping center zone
- C-3, General commercial zone

Industrial
- M-1, Light manufacturing zone
- PC-I, Planned commercial-industrial zone

Other
- OS, Open space zone
- P, Automobile parking zone
- C-U, Civic utility zone
- SP-1, La Habra Boulevard specific plan
- Euclid Street specific plan
- La Habra Hills specific plan
- Lambert/Idaho specific plan
- Voit specific plan
- Railroad
- La Habra City Limits
- County Boundary

Source: City of La Habra, December 2010
Date Revised: March29, 2012
EXGP.mxd

Miles
0 0.125 0.25 0.5

Figure 2.1-3

- **Light manufacturing zone (M-1).** Intended to provide for the development of industrial uses which include fabrication, manufacturing, assembly or processing of materials that are in already processed form and which do not in their maintenance, assembly, manufacture or plant operation create smoke, gas, odor, dust, sound, vibration, soot or lighting to any degree which might be termed obnoxious or offensive to persons residing in or conducting business in either this or any other zone. Principal uses include industrial park services and warehousing, manufacturing/light industrial, wholesaling uses, automobile service/repair, car wash, and recycling centers.
- **Planned commercial-industrial zone (PC-1).** Intended to be applied to those parcels which by the nature of their size, location, topography, configuration or other considerations require overall planning design and control in order to achieve the goals and objectives of the general plan. The planning design and control will secure to the community, the future occupants, and the developer, values and amenities greater than those likely to be achieved by the relatively inflexible provisions necessary to regulate the successive development of individual lots by numerous different owners. For industrial uses, the planned development provides a method whereby land may be designed and developed as a unit by taking advantage of modern site planning techniques in order to produce an environment of stable, desirable character which will be in harmony with existing or potential development of the surrounding neighborhood. For commercial uses, the zone is intended to serve as a planned unified shopping center or as an integrated combination of uses for a compatible commercial industrial business park.
- **Open space zone (OS).** Principal uses include public parks, flood control channels, reservoirs, and those areas designated on the official map of open space known to be too hazardous for construction due to slope steepness, soil instability, or seismic hazard. Intended to provide for the protection of those parcels designated as permanent open space.
- **Automobile parking zone (P).** Principal uses include any use permitted in the R zones in which the land is classified and when so used subject to all of the provisions contained in the sections defining the R zone.
- **Civic utility zone (C-U).** Principal uses include those of a civic nature or public utility. Designated to permit special applications for essential public uses, either governmental or private, which by necessity must be located in areas other than normally zoned for such specific uses.

Residential land use zones are distributed throughout the City and, at 48 percent, comprise the largest percentage of zoned land. Specifically, the *One-family zone* (R-1a, R-1b, and R-1c) has the greatest total acreage, at 1,753 acres. The City's adopted Specific Plans—described subsequently in this section—have applied zoning specific to the intended uses and development characteristics for each area. Other land use zones with notable acreage (i.e., over 200 acres) include the *Light manufacturing zone* (M-1) at 254.5 acres, distributed in southeastern industrial areas of the City, and the *Commercial zone* (C-2) at 210 acres, generally located at La Habra's commercial intersections and along the arterial highways.

The City of La Habra's zoning does not apply to the County island areas, as these areas are development subject to the jurisdictions and regulations of the County of Orange. The zoning for these areas includes *Single Family Residence* (R-1), *Suburban Multi-Family Residential* (R-4), and *General Business* (C-2).

Table 2.1-3 La Habra Municipal Code Land Use Zones[a]			
Land Use Zones	*Code*	*Acres*	*Percent of City Limits*
Residential			
One-family zone	R-1a	13	**48%**
One-family zone	R-1b	660	
One-family zone	R-1c	1,080	
Two-family zone	R-2	136	
Limited multiple-family zone	R-3	177	
Multiple-family dwelling zone	R-4	180	
Mobile home park zone	MHP	84	
Commercial			
Commercial-residential	C-R	3	**7%**
Commercial and professional office zone	C-P	9	
Limited commercial zone	C-1	4	
Commercial zone	C-2	210	
Community shopping center zone	C-2S	77	
General commercial zone	C-3	24	
Industrial			
Light manufacturing zone	M-1	254.5	**8.5%**
Planned commercial-industrial zone	PC-I	169	
Other			
Open space zone	OS	112	**15%**
Automobile parking zone	P	2	
Civic utility zone	C-U	110	
La Habra Boulevard specific plan	SP-1	150	
Euclid Street specific plan	—[b]	11	
La Habra Hills specific plan	—[b]	327	
Lambert/Idaho specific plan	—[b]	18	
Voit specific plan	—[b]	0.5	
Right-of-Way/Roads/Railroad		907	**19%**
Subtotal La Habra City Limits		*4,718*	*97.5%*
Subtotal County Island		*126*	*2.5%*
Total Acres in Planning Area		***4,844***	***100%***

SOURCE: City of La Habra and La Habra Municipal Code, Title 18 (Zoning), Chapter 18.06 (Zones Established-Zoning Map Boundaries and Land Uses).

a. The acreage percentage of the La Habra Municipal Code Land Use Zones reflected in Table 2.1-3 does not exactly align with the acreage percentage of the General Plan land use designations in Table 2.1-2 because not all City-adopted specific plan areas are reflected on the General Plan Land Use Map.

b. Not formally established as a La Habra Municipal Code Land Use Zone under Section 18.06.010, Establishment of zones, Table 18.06.010.1.

ZONING AND GENERAL PLAN 2020 CONSISTENCY

The City's General Plan and zoning land use designations are consistent with one another, although the following is depicted differently:

- The General Plan 2020 designates flood control channels under the Open Space category as *Parks*, *Flood Channels*, while the zoning designation often reflects the adjacent land use (e.g., *Commercial, Light Manufacturing*, and *Mobile Home Park*).

SPECIFIC PLANS

A *specific plan* is a tool for the systematic implementation of the General Plan. It establishes a link between implementing policies of the General Plan and the individual development proposals in a defined area. The City of La Habra has adopted a number of specific plans that define specific criteria, development standards, design guidelines, and implementation procedures regulating the land use, circulation, infrastructure, open space, and recreation of each applicable area. These plans are summarized below and illustrated on Figure 2.1-4 (Specific Plans). Refer to the City of La Habra's website to view the full specific plan documents.[1]

LA HABRA HILLS SPECIFIC PLAN

Adopted in 1992, the *La Habra Hills Specific Plan* area encompasses approximately 327 acres in the southwestern part of the City, generally bounded by Beach Boulevard to the west and Euclid Street to the east. The La Habra City limits define the southern project boundary where the prominent West Coyote Hills ridgeline occurs and coincides with the existing corporate boundary of the City of Fullerton.

The *La Habra Hills Specific Plan* is built out with four hillside residential neighborhoods, each with a clear sense of identity and orientation that provide a variety of housing opportunities, architecture, landscaping, streetscape treatment, and open space areas (e.g., public park, landscaped areas, and a golf course). The Plan provides for a mix of rural, low density, and medium density residential dwellings for a total of approximately 700 dwellings.

LA HABRA BOULEVARD SPECIFIC PLAN

Adopted in 1988, the *La Habra Boulevard Specific Plan* area encompasses approximately 150 acres along La Habra Boulevard from the Beach Boulevard intersection on the west to the Harbor Boulevard intersection on the east. The Specific Plan establishes 11 different land use designations including several commercial categories (*Neighborhood Commercial*, *Community Shopping Center*, *Central Business District*, *Highway Commercial*, and *Professional Office*), residential uses (*Low Density*, *Medium Density*, *High Density*, and *Transitional*), and public facilities (*Civic Center and Fire*) designations. Older retail, general commercial, highway-orientated commercial, and office uses interspersed with single- and multi-family residential dwellings characterize the Specific Plan area.

The Specific Plan area provides for a transformation grounded by the following goals:

- To make La Habra Boulevard the "theme" street of the City. Recognizing that La Habra Boulevard is a secondary highway, some areas of the boulevard could be developed for pedestrian

[1] City of La Habra, Specific Plans, http://www.ci.la-habra.ca.us/article.cfm?id=113 (accessed June 1, 2011).

orientation by increasing pedestrian area and by providing safe and convenient street crossing, unique landscaping, lighting, pavement treatment, signage and quality land use developments.

- To enhance the area's economic activity through improvements in the public right-of-way and creating land use opportunities for private sector investment and development.
- To create a new image by encouraging new development and rehabilitation of existing structures that is attractive and inviting and appropriately designed.
- To promote dynamic and multiple use by providing an appropriate distribution of commercial, office, and residential uses without adversely effecting existing viable areas.[2]

In 1998, the La Habra City Council directed the review and update of the Specific Plan. Key issues identified as part of the La Habra Specific Plan update process pertain to land use (e.g., some of the existing structures are in disrepair, incompatible land uses prevent a feeling of cohesiveness, and vacant land is limited), circulation and parking (e.g., lack of left-turn lanes, narrowing pavement due to incomplete right-of-way, and physical improvements and upgrading of surface parking and alleys), and urban design (e.g., open corridor lacking definition and uniqueness, varied landscaping and sidewalk treatments, and disjointed architectural character). Since that time, implementation of the Specific Plan's goals has been modest. It should be noted that the *2008-2014 La Habra Housing Element*, includes a parallel program (*A5, La Habra Boulevard Specific Plan*) effort to amend both the Specific Plan and the City's Municipal Code (Title 18 [Zoning]) to allow for vertical mixed-use development and to ensure that housing constructed above and to the rear of the ground floor commercial uses is built at a density of at least 30 units per acre.

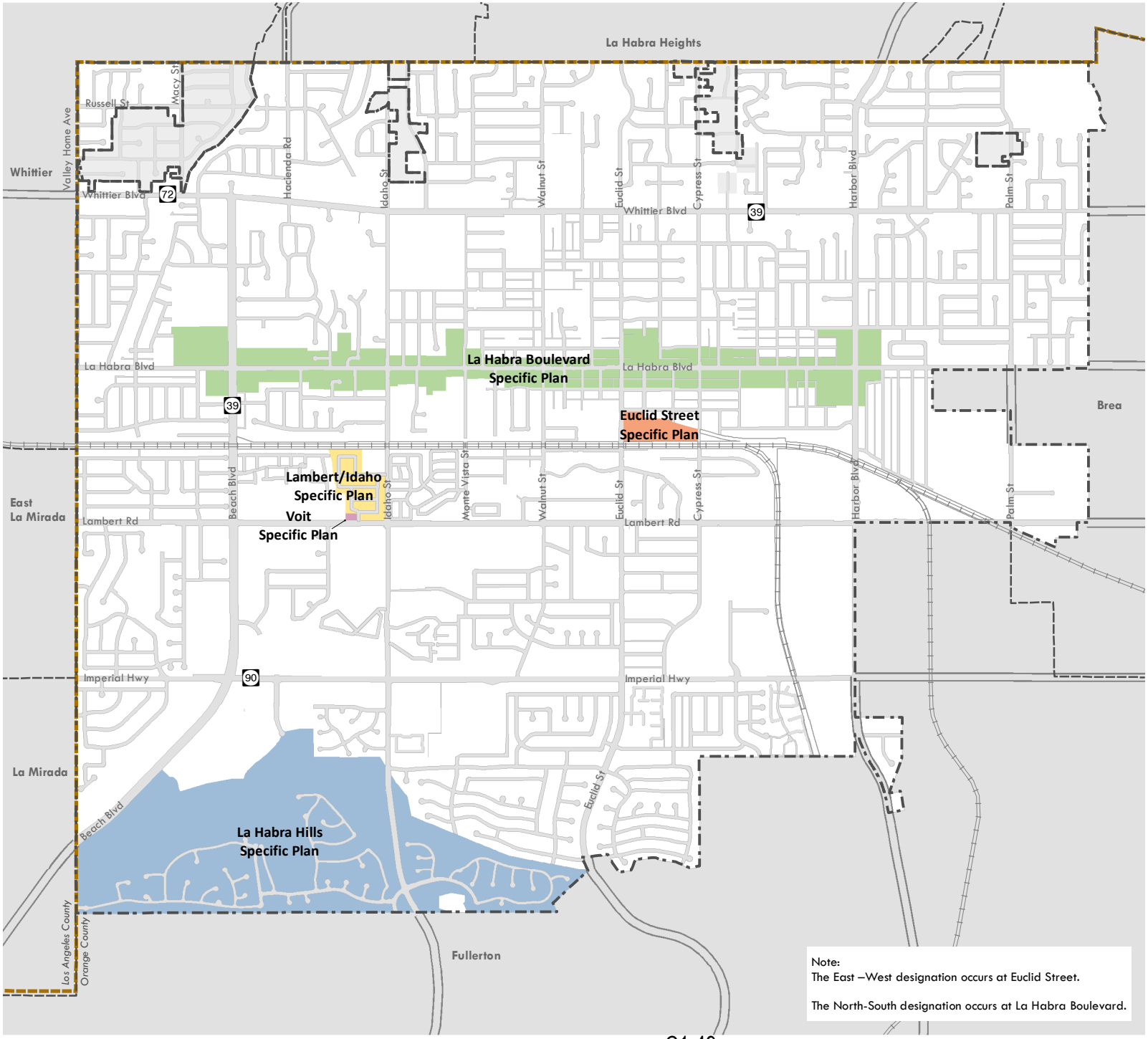
LAMBERT/IDAHO SPECIFIC PLAN

Adopted in 2004, the *Lambert/Idaho Specific Plan* area is a single-family detached residential neighborhood with open space areas and recreation opportunities. Bounded by the Union Pacific Railroad right-of-way to the north, Idaho Street on the east, Lambert Road on the south, and a flood control drainage channel on the west, the *Lambert/Idaho Specific Plan* area is built out and includes 112 detached *single-family residential* units on the approximate 18.5-acre site. The Specific Plan established design guidelines to provide architectural themes that are characteristic of La Habra such as Craftsman (i.e., boxy or square appearance, low-pitched gable roofs, and large front porches supported by tapered square wood columns), Mediterranean/Spanish Eclectic (i.e., low-pitched clay tile roofs, one or more prominent arches above doors or principal windows, and walls with stucco surfaces), and Traditional (i.e., low or intermediate roof pitches, closed eaves, and wood shingle/shake or brick siding) to ensure the retention of the area's lower-density, single-family residential character.

VOIT SPECIFIC PLAN

Adopted in 2005, the *Voit Specific Plan* area encompasses an approximately half-acre infill property located at 1281 West Lambert Road or just west of the northwest corner of Lambert Road and Idaho Street. The *Voit Specific Plan* is an adjunct to the *Idaho/Lambert Specific Plan* area and utilized the same standards. It is built out with three single-family detached residential units.

[2] City of La Habra, *La Habra Boulevard Specific Plan* (December 6, 1999).



City of La Habra

GENERAL PLAN

CITY of LA HABRA

General Plan Update

SPECIFIC PLANS

Legend

- La Habra City Limits
- County Boundary
- Railroad

Source: City of La Habra, December 2010
Date Revised: September 15, 2011
Specific Plans.mxd

Miles
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Figure 2.1-4

EUCLID STREET SPECIFIC PLAN

Adopted in 2007, the *Euclid Street Specific Plan* area encompasses approximately 11 acres at the corner of Second Avenue and Euclid Street, west of Cypress Street and north of the Union Pacific Railroad right-of-way. The La Habra Children's Museum is sited directly across from the Specific Plan area and other surrounding uses consist of light industrial and residential development. The *Euclid Street Specific Plan* has not been developed, but permits up to 91 single-family residential detached condominium units. The intended architectural style of the units is similar to the units developed within the *Lambert/Idaho* and *Voit* specific plans.

REDEVELOPMENT AREAS

The City of La Habra Redevelopment Agency established several Redevelopment Project Areas generally in nonresidential districts along Imperial Highway, Harbor Boulevard, La Habra Boulevard, and other main corridors in La Habra. The La Habra Redevelopment Agency implements redevelopment in two project areas—the 400-acre Consolidated Redevelopment Project Area and the 18-acre Beta 2 Redevelopment Project Area. Together, the two project areas contain a variety of industrial, retail, residential, public, and other uses totaling approximately 418 acres or roughly 9 percent of the total City area.[3] Figure 2.1-5 (Redevelopment Areas) illustrates the location of each of the City's redevelopment areas and Table 2.1-4 (Redevelopment Areas) provides additional information on each area.

Table 2.1-4 Redevelopment Areas

Area Name	*Location*	*Acres*	*General Description & Land Uses*
Consolidated Redevelopment Project Area			
Alpha One (A1)	"Downtown" La Habra, between California Street and Harbor Boulevard	41	Major commercial corridor areas, retail centers, some residential, Civic Center, and Portola Park
Alpha Two (A2)	Southwest corner of La Habra and Harbor boulevards	5	Vacant/obsolete northeast corner; balance of parcels improved with a commercial center
Alpha Three (A3)	Southwest corner of Whittier Boulevard and Elm Street	2	Commercial property improved
Alpha Four (A4)	Throughout La Habra along major thoroughfares and intersections	169	Six noncontiguous subareas consisting of commercial and light industrial uses
Beta One (B1)	Southeast corner of Euclid and Second streets	24	Former cold storage facility and citrus packing plant with plans for redevelopment into single-family residential
Beta Three (B3)	Southeast of Cypress Street and along the Union Pacific Railroad right-of-way	33	Balance of parcels improved with industrial business park, which replaced an abandoned school site; vacant triangular sites remains east of Cypress Street and west of Harbor Boulevard and north of the Union Pacific Railroad right-of-way

[3] RSG. City of La Habra Redevelopment Agency Five Year Implementation Plan (2010-2014), 2010.

Table 2.1-4 Redevelopment Areas			
Area Name	***Location***	***Acres***	***General Description & Land Uses***
Delta One (D1)	Along Imperial Highway, from Beach Boulevard to the Union Pacific Railroad spur	115	Replaced obsolete and deteriorating structures with commercial and industrial land uses; a significant vacant site remains west of the Union Pacific Railroad spur
Gama One (G1)	Northwest corner of Beach Boulevard and Imperial Highway	11	Commercial uses/grocery store
Beta 2 Redevelopment Project Area			
Beta Two (B2)	Northeast corner of Lambert Road and Harbor Boulevard	18	Industrial use complex and commercial center

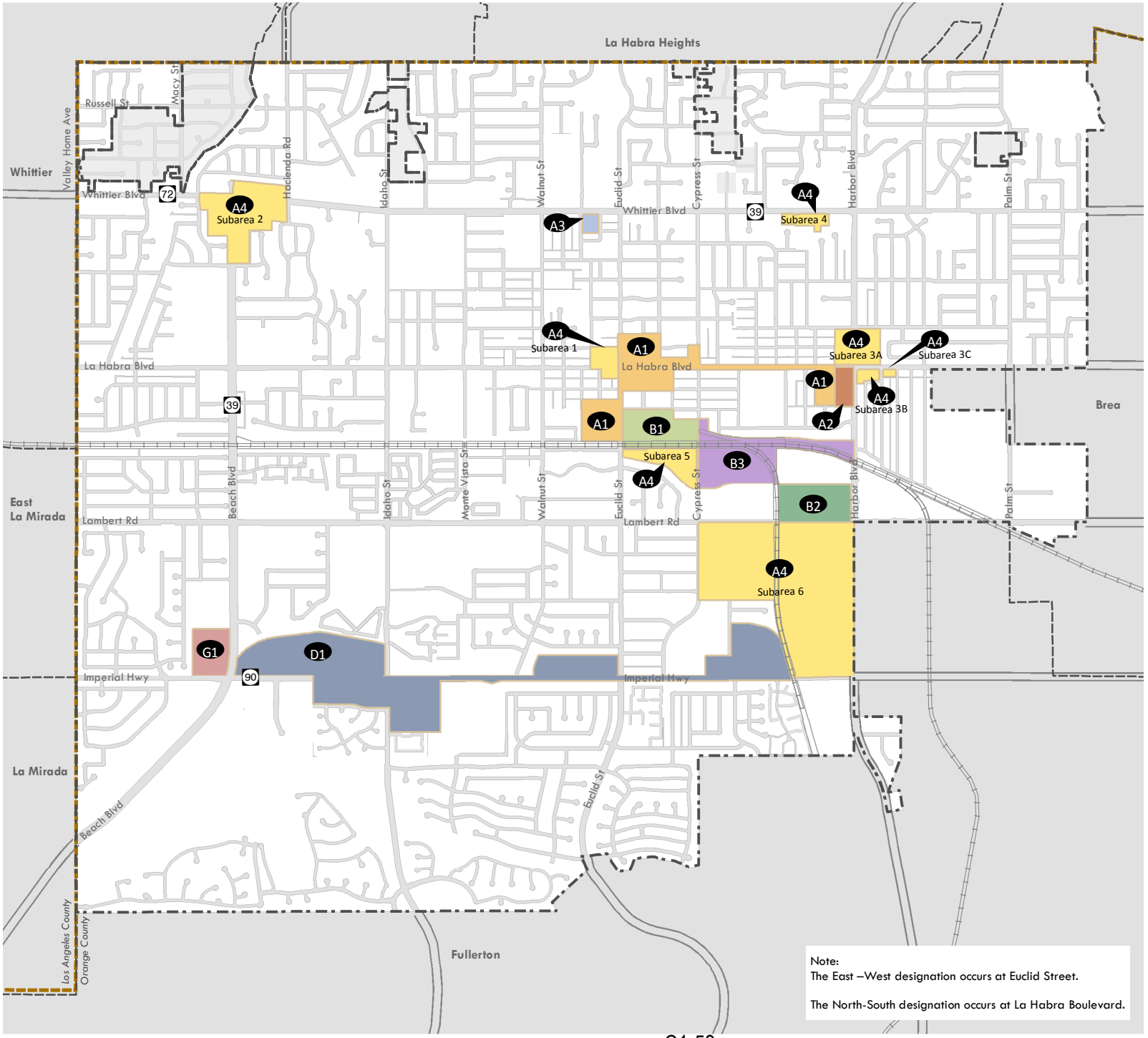
SOURCE: RSG, City of La Habra Redevelopment Agency Five-Year Implementation Plan (2010–2014) (2010); A.C. Lazzaretto & Associates, Report to City Council, La Habra Consolidated Redevelopment Project, (November 12, 1998).

In December 2011, the California Supreme Court issued a ruling upholding the constitutionally of Assembly Bill (AB) 1X26, which disbands the State's nearly 400 redevelopment agencies. The ruling also struck down AB 1X27, or the bill that would have allowed redevelopment agencies to continue operating as long as a 'host jurisdiction' paid remittance fees to the State. The fate of redevelopment agencies in California, including the City of La Habra Redevelopment Agency, are in flux, and in 2012 cities and counties will be transitioning redevelopment agency assets and contracts over to "successor" agencies for future management.

POPULATION, HOUSEHOLD, AND EMPLOYMENT PROJECTIONS

According to the Southern California Association of Governments (SCAG), the total population of the region is projected to increase by more than 4.6 million residents over the next 25 years or from roughly 20.0 million residents in 2010 to more than 24.0 million by 2035. Similarly, employment throughout the region is projected to increase by more than 1.6 million workers or from more than 6.0 million in 2010 to more than 7.7 million in 2035. The projections for Orange County, which were developed by the Orange County Council of Governments (OCCOG) and the Center for Demographic research (CDR) and adopted by SCAG, suggest that Orange County will account for a limited share of total population growth or roughly 7.3 percent. Despite a relatively limited outlook for population growth, the average size of households in Orange County is expected to increase from approximately 3.19 persons per household (2010) to 3.27 persons per household (2035) due to constraints on the supply of housing that can be built. The 2010 Census reported La Habra's population at approximately 60,239 and the total persons per household at approximately 3.16.

SCAG's long-term population, household, and employment (jobs) projections are widely used to assess future growth demands trends. SCAG's projections identify how regional growth can be expected to influence local growth based on precedent trends and local land use policy.



Note:
The East –West designation occurs at Euclid Street.

The North-South designation occurs at La Habra Boulevard.

C1-53

City of La Habra
GENERAL PLAN

CITY of LA HABRA

General Plan Update

REDEVELOPMENT AREAS

Legend

Redevelopment Areas

- Alpha 1 (A1)
- Alpha 2 (A2)
- Alpha 3 (A3)
- Alpha 4 (A4)
- Beta 1 (B1)
- Beta 2 (B2)
- Beta 3 (B3)
- Delta 1 (D1)
- Gamma 1 (G1)
- La Habra City Limits
- County Boundary
- Railroad

Source: City of La Habra, December 2010
Date Revised: September 16, 2011
Redevelopment Areas.mxd

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Figure 2.1-5

In comparison to surrounding communities and Orange County as a whole, La Habra is projected to experience a relatively slow rate of population and household growth, and the relative pace of local job growth is expected to match the rate of growth in adjoining communities but lag behind Orange County as a whole. The total projected population growth for La Habra by 2020 is 5,370 residents, which is anticipated to exceed the level of total population growth experienced between 2000 and 2010 (less than 1,300 residents). The long-term outlook for La Habra through 2035 follows a typical buildout or near-buildout scenario where the current level of density and intensity of land use development remains relatively fixed over the foreseeable future. This projection does not take into account significant increases in resource capacity that could materialize if property utilization is significantly increased within the Potential Area of Change, as described below.

Over the next 10 years, the 2010 Census indicates the resident population of La Habra will increase at a very slow pace (i.e., less than 130 residents per year), while SCAG's growth projections suggest La Habra's population will increase at a more moderate pace, or approximately 540 residents per year, in response to regional growth pressure. Despite the anticipated increase in population growth, regional growth projections anticipate a relatively slower pace of growth in La Habra over the next 25 years than is true of Orange County. Refer to Section 2.2 (Economic Development) for additional information pertaining to population, household, and employment projections.

COMPARISON OF GROWTH PROJECTIONS WITH LAND CAPACITY

Due to the limited supply of vacant land in La Habra, the overall pace of job growth and new home construction has slowed, with no more than 40 new home permits annually. The overall lack of vacant property dictates a focus on infill development that emphasizes mixed-use and multi-family attached housing products versus a single-family detached product. Providing City residents with an ample supply of local job opportunities is a challenge for La Habra. The level of workforce participation among La Habra households is consistent with the SCAG region at 1.37 workers per household. By comparison, the number of jobs available at City-based establishments is 1.02 jobs per resident household. In effect, there is a relative shortage of local-based jobs in the community, which could be lessened with an increase in job-generating land uses (e.g., commercial and industrial).

Table 2.1-5 (Capacity of Existing Vacant Land) provides information on the amount of available vacant land in La Habra, its associated development capacity based on General Plan 2020 land use densities and FARs, and the resulting population and employment yield estimate. For example, when comparing the existing residential capacity to the anticipated residential growth rate, the analysis reveals the projected resident population far exceeds the existing residential capacity. More simply, the existing residential vacant land in La Habra, if developed at densities in the City's General Plan 2020, is estimated to accommodate, in total, between 151 and 262 residents, while annual growth projections for La Habra suggest the resident population will increase between approximately 130 (2010 Census) to 540 (SCAG) residents per year. This data illustrates that over the next 25 years in order to experience any measurable increase in jobs growth and/or resident population, additional infill, re-use, and intensification of development will be needed in La Habra. Refer to Section 2.2 (Economic Development) for additional analysis focusing on economic factors related to growth projections.

Table 2.1-5 Capacity of Existing Vacant Land				
2020 General Plan Land Use	*Acreage*	*Densities/FAR*	*Development Capacity*	*Population[a] / Employment[b] Yield*
Medium Density (9–14 Families/Acre)	1	9–14 units/acre	9–14 units	28–44 residents
High Density (15–23 Families/Acre)	2	15–23 units/acre	30–46 units	94–145 residents
Transitional up to 23 Families/Acre	1	9–23 units/acre	9–23 units	28–72 residents
Neighborhood Commercial	4.5	0.30 FAR	58,806 sf	130 jobs
Community Shopping Center	0.5	0.50 FAR	10,890 sf	24 jobs
Central Business District	0.5	0.50 FAR	10,890 sf	24 jobs
Highway Commercial	17	0.30 FAR	222,156 sf	493 jobs
Light Industrial	4.5	0.45 FAR	88,209 sf	88 jobs
Total	***31***	***—***	***48–83 units 390,951 sf***	***151–262 residents 759 jobs***

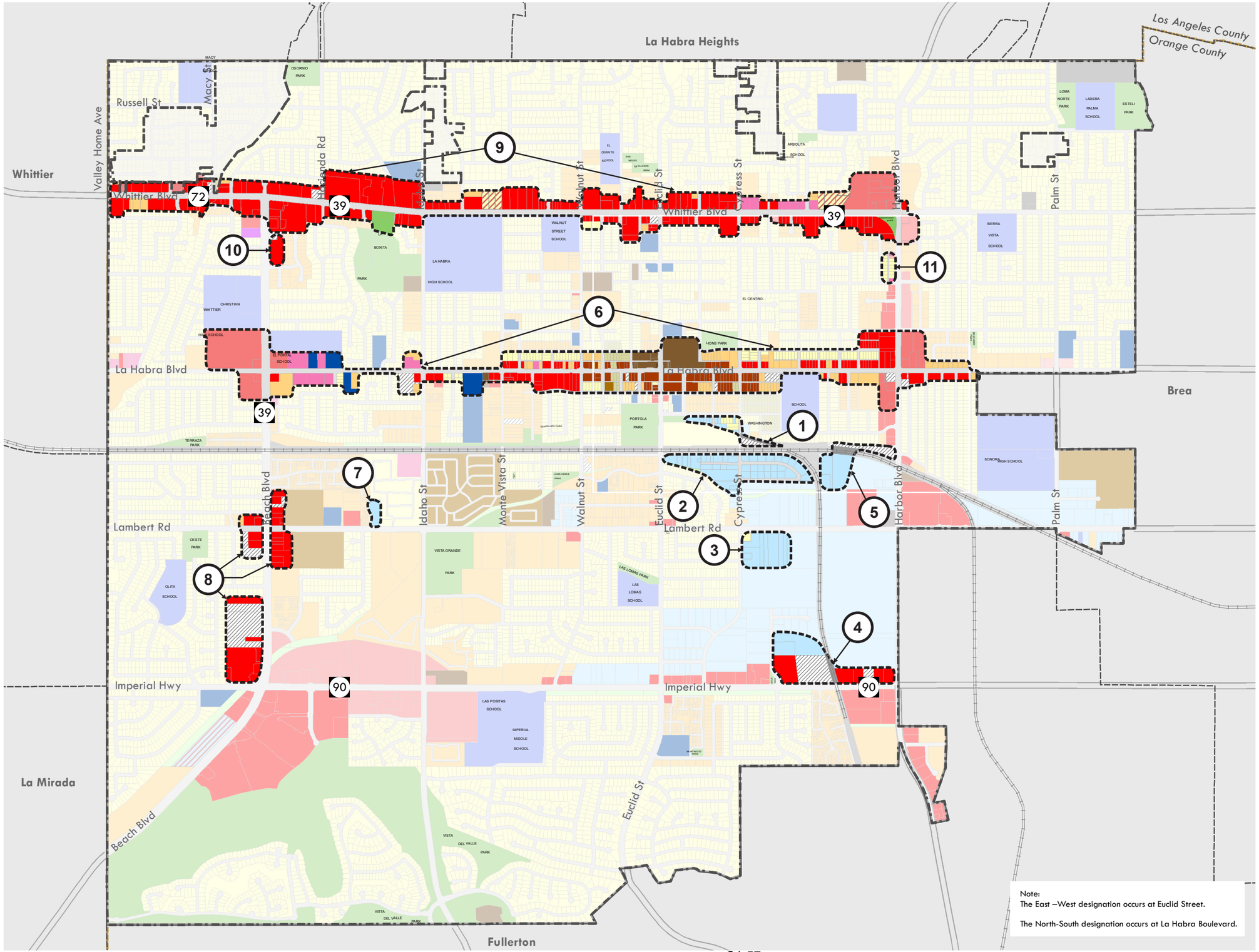
SOURCE: City of La Habra (2011).

a. Based on US Census 2010 data for La Habra of 3.16 persons per household.

b. Assumes an average of 1 job per 1,000 sf for industrial and 1 job per 450 sf for commercial uses.

POTENTIAL AREAS OF CHANGE

As previously discussed, the City of La Habra is largely developed, and as a result, growth and change will primarily occur as infill, re-use, and density intensification of existing developed properties. Citywide transformation is not realistic or necessary. With this objective in mind, field observations evaluated properties in La Habra on which such growth and change could occur based on criteria such as vacant parcels and buildings, underutilization, large parking lots, potential for lot consolidation, and economic obsolescence. The identification of potential change areas is the first step in developing land use options depicting one or more alternatives for future re-use and infill development in La Habra. Ultimately, areas of the City may see properties for which a change of use from the General Plan land use designation has been identified, or areas for which density increases or reductions may be considered, or those in which historic buildings and sites may be protected. The areas and associated properties identified as candidates for potential change are mapped on Figure 2.1-6 (Potential Areas of Change) and are described below, including locational opportunities and challenges. Refer also to Section 2.2 (Economic Development) for additional discussion of the Potential Areas of Change.



City of La Habra

GENERAL PLAN

CITY of LA HABRA
General Plan Update

POTENTIAL AREAS OF CHANGE

Legend

- Single Family Residential
- Single Family Residential/Second Unit
- Multi-Family Residential
- Mobile Home Park
- Mixed Use Commercial/Residential
- Mixed Use Commercial/Industrial
- General Commercial
- Neighborhood Commercial
- Commercial Shopping Center
- Central Business District
- Professional Office
- Medical Office
- Church
- Industrial
- Open Space
- Park and Recreation
- Public Facility
- School
- Railroad ROW
- Utility
- Vacant
- Roads ROW
- Railroad
- La Habra City Limits
- County Boundary

Note:
The East –West designation occurs at Euclid Street.

The North-South designation occurs at La Habra Boulevard.

Source: City of La Habra, January 2011
Date Revised: February 21, 2011
Existing_Land_Use.mxd

Miles
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Figure 2.1-6

AREA 1

Area 1 is located south of Second Avenue, between Main Street to Cypress Street and north of the Euclid Street Specific Plan area. The 2020 General Plan land use designation for this area is *Light Industrial*. Existing uses include single-family homes and limited commercial and light industrial uses. The area is currently zoned for *Light Manufacturing* uses. Surrounding existing land uses to the north are high and medium density residential developments, while still further north, are commercial uses fronting La Habra Boulevard. The City of La Habra Children's Museum and Portola Park are located west of Area 1, across from Euclid Street. Other existing land uses to the west include a diverse mixture of high, medium, and low density residential uses. To the south of Area 1 is the *Euclid Street Specific Plan* project area. This project area was formerly occupied by cold storage facility warehouses, loading docks, and other support structures. These industrial structures have since been demolished and the 91-unit single-family housing development project known as Brio has been entitled, however; as of December 2011, only the model homes have been constructed. The Brio development is consistent with the *Euclid Area Specific Plan* that amended land uses from *Light Industrial* to *Medium Density Residential*.

Opportunities and Challenges

- Existing vacant parcels.
- Existing industrial land uses are inconsistent with surrounding residential uses.
- Transportation constraints include truck activity and traffic capacity along Cypress Street, a two-lane road.

AREA 2

Area 2 includes industrial properties located south of the Union Pacific Railroad right-of-way and north of Lambert Road between Euclid Street and Cypress Street and east of Cypress Street to the Union Pacific Railroad spur. The 2020 General Plan land use and zoning designations include *Light Industrial* and *Light Manufacturing*, respectively. Existing land uses on the western portion are underutilized and include a disjointed mixture of light industrial uses. Existing land uses on the eastern portion include business park uses with multiple owners. Surrounding land uses are residential along the western boundary with residential and industrial uses located to the south and east. Residential and industrial uses are located to the north. Area 2 is constrained by the Union Pacific Railroad right-of-way located to the north and east and a flood control channel, which bisect the parcels. Traffic flow is also constrained by the incline on Cypress Street, making a right turn onto Lambert Road from the area difficult.

Opportunities and Challenges

- Characterized by multiple parcel ownership and fragmented development.
- Underutilized industrial and business park parcels.
- Transportation constraints include truck activity and traffic capacity along Cypress Street, a two-lane road.

AREA 3

Area 3 is located south of Lambert Road and east of Cypress Street. Surrounding uses to the north, east, and south are industrial with residential uses to the west. The 2020 General Plan land use designation is *Light Industrial* with a zoning designation of *Light Manufacturing*. One existing single-family home is located in the northwest corner of Area 3, and similar to Area 2, this area primarily consists of a

disjointed mixture of industrial uses with multiple owners. Properties in Area 3 are long and narrow, creating access and development challenges.

Opportunities and Challenges

- Characterized by multiple parcel ownership and long narrow lot configurations, creating access and development challenges.
- Underutilized industrial parcels.
- Incompatible single-family home use located at northwest corner of the area.
- Transportation constraints include truck activity and traffic capacity along Cypress Street, a two-lane road.

AREA 4

Area 4 is located north of Imperial Highway, east of Leslie Street to Harbor Boulevard and consists of numerous commercial and industrial parcels; where some are sites and buildings are vacant. The Union Pacific Railroad spur bisects this area. The 2020 General Plan land use designations are *Highway Commercial* and *Light Industrial* with *Commercial* and *Light Manufacturing* zoning designations. Existing land uses include commercial and industrial uses with some being related to the CVS regional distribution and warehouse facilities to the north.

Opportunities and Challenges

- Existing vacant parcels.
- Underutilized industrial and commercial parcels.
- Opportunity may exist to develop a high quality horizontal mixed use commercial development.
- The Union Pacific Railroad right-of-way spur could provide an opportunity to create a recreational asset.

AREA 5

Area 5 is located west of Harbor Boulevard, north of Lambert Road, along the northern and southern Union Pacific Railroad right-of-way. Existing land uses are characterized as vacant or underutilized industrial and commercial parcels. Many of the parcels are long and irregularly shaped, presenting access and development challenges. The 2020 General Plan land use designation for the area is *Light Industrial* and *Highway Related Commercial* with a zoning designation of *Light Manufacturing and General Commercial*.

Opportunities and Challenges

- Existing vacant parcels.
- Recent public transit improvements along Harbor Boulevard could present opportunities to develop higher density/intensity development.
- Characterized by irregular lot configurations.
- Underutilized industrial parcels.

AREA 6

Area 6 is located along La Habra Boulevard from Beach Boulevard to Fonda Street. The *La Habra Boulevard Specific Plan* defines development standards for new development within the area along La Habra Boulevard. A mix of existing land uses occur along La Habra Boulevard and include old and new retail and general commercial stores, interspersed with single-family and multi-family residential dwellings. Office uses and highway-oriented commercial land uses are also found along La Habra Boulevard. At the intersection of Beach Boulevard is an active commercial node, which includes Costco and the Gateway Shopping Plaza. Further east, near the intersection of Idaho Street, is a residential care facility and a vacant lot. Near Walnut Street is a core commercial area, and adjacent to the Civic Center from Lois Street to Cypress Street are economically strong businesses that include a mix of new and older "mom and pop" stores. The 2020 General Plan land use designations include *Highway Commercial*, *Neighborhood Commercial*, *Central Business District*, *Professional Office*, *Community Shopping Center*, *Public Facility*, *Low Density Residential*, *Medium Density Residential*, *High Density Residential*, and *Transitional Residential*. Zoning designations are primarily associated with the La Habra Boulevard Specific Plan (SP-1).

Opportunities and Challenges

- Existing vacant parcels.
- Small lots.
- Lack of lot depth.
- Multi-ownership parcels.
- Lack of seamless, cohesive development and distinct corridor identity.
- Lack of landscaping and pedestrian features to promote an active pedestrian-oriented corridor.
- The active commercial node at the intersection of Beach Boulevard and La Habra Boulevard (e.g., Costco and the Gateway Shopping Plaza) presents a catalyst opportunity for adjacent re-use.
- Opportunities exist near the Civic Center from Lois Street to Cypress Street centering around the economically strong businesses, which include a mix of new and older "mom and pop" stores, that can strengthened the area's identity by encouraging uses and improvements that support a "town center" concept.
- Opportunities exist to intensify uses north of La Habra Boulevard near Erna Avenue, taking into consideration appropriate building heights for the area (i.e., limited to three or four stories) and potential traffic impacts.
- Re-use opportunities exist at the northeast corner of the intersection of Harbor Boulevard and La Habra Boulevard with the potential for a major activity node.

AREA 7

Area 7 is located north of Lambert Road, west of Idaho Street and east of the flood control channel along Lambert Road. The existing land use is characterized as industrial. The 2020 General Plan land use designation is *Light Industrial* with a zoning designation of *Light Manufacturing* in addition to a *Planned Unit Development Overlay*. Surrounding existing land uses are residential with single-family homes to the north, east, and southwest; and multi-family apartments to the southeast and west.

Opportunities and Challenges

- Characterized by poor drainage.
- Light industrial uses are incompatible with adjacent residential uses.

AREA 8

Area 8 includes three areas along Beach Boulevard. Two areas include commercial and vacant parcels at the north, south, east, and west of the intersection at Beach Boulevard and Lambert Road. The third area includes commercial and vacant parcels west of Beach Boulevard and north of Imperial Highway. Existing land uses at the first two sites include marginal commercial uses and vacant parcels. Some of the properties are under multiple leases. East of Area 8 is a mobile home park and west and north are single-family homes. Multi-family residential is located to the south. Existing uses for the area north of Imperial Highway include a large vacant parcel along with active commercial uses. Surrounding land uses include single-family homes to the north and west and commercial uses to the south. To the east are commercial and multi-family homes. The 2020 General Plan land use designation for Area 8 is *Highway Commercial* with zoning designations of *Commercial* and *General Commercial*.

Opportunities and Challenges

- Existing vacant parcels.
- Development constraint characterized by a generally high groundwater table in the vicinity of the intersection of Beach Boulevard and Lambert Road.
- The vicinity of the intersection of Imperial Highway and Beach Boulevard is subject to liquefaction due to the Coyote Creek drainage course.

AREA 9

Area 9 includes parcels fronting Whittier Boulevard from Valley Home Avenue to Harbor Boulevard. Land uses are primarily commercial, with a scattering of office and small single-family and multi-family residential uses. A number of sites contain underutilized and vacant commercial buildings including a large commercial center on the north side of Whittier Boulevard at Idaho Street (former Ralph's site). The majority of properties have a 2020 General Plan land use designation of *Highway Commercial* and *Neighborhood Commercial* and a zoning designation of *Commercial*. A number of significant retail anchor properties are present from Beach Boulevard to Idaho Street including Albertson's, Walgreens, and Fresh and Easy. A large number of auto dealers, service, and repair uses are located between Cypress Street and Harbor Boulevard. The intersection of Harbor Boulevard and Whittier Boulevard is a major gateway into the community with high visibility and includes a marginal commercial center.

Opportunities and Challenges

- Existing vacant parcels.
- Traffic movement is problematic at Hacienda Road and Beach Boulevard.
- Re-use opportunities exist adjacent to the intersection of Harbor Boulevard and Whittier Boulevard with a number of underutilized parcels.

AREA 10

Area 10 is located east of Beach Boulevard and north of Gregory Lane. The property includes commercial uses and is improved with a senior hotel, a restaurant, and banquet facility. The 2020 General Plan land

use designation for the site is *Highway Commercial* and is Zoned *Commercial* with a *Planned Unit Development Overlay*. The property is adjacent to multi-family residential properties to the east and south and single-family homes to the west. Immediately to the north is an active commercial center at the intersection of Beach Boulevard and Whittier Boulevard that includes an Albertson's and smaller retail establishments such as Starbucks.

Opportunities and Challenges

- The senior hotel includes affordable single room occupancy (SRO) units with affordability covenants set to expire in 2016.
- The area is adjacent to an active commercial center at the intersection of Beach Boulevard and Whittier Boulevard, which presents an opportunity for connectivity and complementary re-use.

AREA 11

Area 11 is located immediately west of Harbor Boulevard, north of Francis Avenue, and east of Warne Street. Surrounding uses include single-family homes to the west and multi-family and commercial uses to the south and east. To the north are multi-family units and commercial development is located along Whittier Boulevard. Existing land uses are primarily single-family homes, with some properties developed as offices. The 2020 General Plan land use designation for the site is *Professional Office* with a zoning designation of *Commercial Professional*.

Opportunities and Challenges

- The 2020 General Plan land use (*Professional Office*) and zoning designation (*Commercial and Professional Office Zone*) are inconsistent with existing land uses (i.e., single-family residential and commercial).
- Lots are small (i.e., approximately 50 feet in length), which limits the type of future development that can occur in this area without lot consolidation strategies.

COMPARISON OF EXISTING UTILIZATION VERSUS DEVELOPMENT CAPACITIES

The absence of vacant property within La Habra underscores the need for a planning approach that considers an increase in the effective utilization of existing land use so that the local community can actively participate and benefit from long-term growth in the region. Continued growth in La Habra will be influenced by the ability to create new forms of land use on previously improved properties that are not being utilized in an optimal manner. The best opportunities for future modification or transformation of land use exist among properties that are not being utilized at a level of intensity corresponding to the intended land use, in effect underutilized properties.

Of the 11 potential areas of change, approximately one-third to one-half are being utilized at levels that fall significantly short of existing zoning densities and intensities. Underutilized properties within the Potential Areas of Change represent opportunities to significantly increase local area population and local-based employment over the long run if transformed or otherwise modified into more intensive land use activities. The challenge of increasing the local area population and employment base of La Habra is not strictly limited to existing properties that may be considered underutilized. Overall building intensity within the Potential Areas of Change must be significantly intensified.

There are several challenges associated with intensification including small lot development and the limits to the scale and design of physical improvements. Due to the number of small lots, many

economically attractive infill development programs will need to be preceded by a period of land assembly in order to consolidate sufficient land area. Key recommendations in Section 2.2 (Economic Development) regarding the minimum amount of property area and target threshold building intensities for future land use development include:

- Industrial Land Use—Minimum property size of 0.25 acre and threshold building intensity ranging from an FAR of 0.70 to 0.80 recommended as inducement for future infill development.
- Office Land Use—An increase in building intensity cannot be recommended as an inducement for future infill development of dedicated office space due to the low lease rate structure in La Habra.
- Retail Land Use—Minimum property size of 0.50 acre and threshold building intensities not exceeding an FAR range of 0.40 to 0.50 recommended as inducement for future infill development.
- Multi-Family Rental Housing—Minimum property size of 0.50 acre and building intensity threshold of 48 units per acre recommended as inducement for future infill development.
- Multi-Family Ownership Housing—Minimum property size of 0.50 acre and building intensity threshold of 48 units per acre recommended as inducement for future infill development.
- Mixed-Use Development—Minimum property size of 1.00 acre and threshold building intensities for distinct land use components as follows: 48 to 64 units per acre for multi-family housing; maximum FAR of 0.40 for ground-level retail; maximum FAR of 0.80 for retail with above-ground commercial space, whenever included.

The development scenarios evaluated in Section 2.2 (Economic Development) for mixed-use development are based on a vertical mix of land use in a single site location. There are a limited number of locations where a vertical mixed-use development is possible within the Potential Areas of Change based on the size distribution of existing properties. Over the near- to mid-term, the best prospects for a successful vertical mixed-use development program is at the major cross-street locations within the Potential Areas of Change. Refer to Section 2.2 (Economic Development) for additional utilization analysis of the Potential Areas of Change.

POPULATION-EMPLOYMENT EFFECT OF INCREASED UTILIZATION

Increasing allowable building intensities within the Potential Areas of Change will result in a net increase in population and employment on existing properties that ultimately develop to a higher level of utilization. Identifying the incremental effect of future transformation provides useful insight about the increase in local employment and resident population that can be reasonably expected with each increment of development. Future multi-family housing developed at the density recommended within Section 2.2 (Economic Development) for the Potential Areas of Change (i.e., 48 dwelling units per acre) will host approximately 144 residents per acre of developed property. This development translates to a net increase of approximately 102 residents per acre of existing residential property replaced with new multi-family housing. Similarly, future industrial development with a building FAR ranging from 0.70 to 0.80 will host nearly 60 workers per acre of development. This level of industrial land use intensity represents a net increase of approximately 25 workers per acre of existing commercial or industrial property replaced with new industrial development. Refer to Section 2.2 (Economic Development) for additional analysis of the effect of increased property utilization on population and employment.

Issues/Implications

- The distribution and densities of land use necessitate automobile access and inhibit pedestrian activity and transit use, resulting in high rates of vehicle trips, energy consumption, pollution, greenhouse gas emissions, and noise and degradation of public health.
- La Habra lacks a clearly definable downtown that serves as the symbolic and functional "heart" of the City, providing a sense of community identity and activity.
- Existing residential neighborhoods are an asset of the City of La Habra, many of which are aging and necessitate long-term maintenance and re-investment to maintain their character and quality.
- Older residential neighborhoods, particularly those north of the downtown core and Civic Center, contain potential historic resources that could be threatened by infill and intensified development.
- With little or no vacant property, the development of new housing, retail, and businesses offering employment opportunities for La Habra's residents will necessitate the re-use, infill, and intensification of existing developed properties. Properties developed with under-performing uses in the marketplace, improvement to land value ratios of less than one, and expansive surface parking with minimal building coverage offer the greatest opportunities for transformation and new economic investment.
- Infill and intensified development poses a risk to La Habra's character unless it incorporates uses that are appropriately scaled and designed to assure compatibility and adequate transitions with adjoining residential neighborhoods, districts, and open spaces.
- The City contains a discontinuous network of greenways and open spaces linking neighborhoods and districts.
- Many parcels located along the City's arterials have insufficient depth and lot area to accommodate the type and scale of development with adequate parking and amenities that is demanded by the marketplace. Viable development of these parcels necessitates aggregation of multiple lots into larger development units.
- Many vacant retail buildings illustrate the oversupply of existing General Plan and zoning designations for commercial uses.
- The 2020 General Plan and the La Habra Municipal Code (Title 18 [Zoning]) do not provide for the development of buildings that vertically integrate housing with ground level retail and/or office uses, which have proven to increase economic vitality and reduce vehicle trips in other suburban communities comparable to La Habra.
- Development proposals have been submitted to the City requesting land use densities and intensities that exceed those permitted by the 2020 General Plan and the La Habra Municipal Code (Title 18 [Zoning]). An examination of the appropriateness of these land use regulations and the General Plan land use densities and intensities is warranted in responding to future anticipated development in La Habra (e.g., re-use, infill, and intensification of existing properties). One example where such reexamination has occurred involves the City's 2008-2014 Housing Element update, where the objective of Program A2 (Density Amendment to General Plan and Zoning Ordinance) is to amend the General Plan and Zoning Ordinance to increase the maximum residential density from 23 to at least 30 dwellings units per acre in the R-4 zone and the La Habra Boulevard Specific Plan area.

- The Commercial-residential (C-R) and Automobile parking zone (P) have historically not been utilized in La Habra.
- The City's General Plan Land Use Map and Zoning Map depict the five City-adopted specific plan areas differently.
- The City's 2020 General Plan and zoning land use designations are consistent, although where the 2020 General Plan designates flood control channels under the Open Space land use classification *Parks*, *Flood Channels*, the underlying zoning designation often reflects the adjacent land use (e.g., *Commercial*, *Light Manufacturing*, and *Mobile Home Park*) differently.
- The Union Pacific Railroad Company has been reluctant in allowing a change of land use along the railroad right-of-way to uses such as parkland. The City's options in addressing this issue are to create a local planning mechanism such as the creation of an overlay zone or other designation to encourage other uses. Other options include the purchasing of the right-of-way or a long-term lease from Union Pacific.
- A Citywide transformation is not realistic or necessary for La Habra to grow. Rather, it is likely that growth and change will occur in the City within potential areas of change where conditions such as vacant parcels, underutilized buildings, large open parking lots, parcel consolidation, and economic obsolescence lend transformational qualities, but also include locational opportunities and challenges.

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2.2 ECONOMIC DEVELOPMENT

Introduction and Background

This section assesses a variety of factors related to the economic health of La Habra and how future economic growth may be influenced by conditions and trends affecting the City and surrounding region. Information for this section was primarily obtained through the United States Census Bureau, California Department of Finance (DOF), California Employment Development Department (EDD), Southern California Association of Governments (SCAG), ESRI geographic information system (GIS) data, and the City of La Habra Finance Department.

Fostering and promoting a healthy economic environment for residents and businesses reflects a principal objective of economic development. In the broadest sense, a healthy economic environment describes a geographic location in which businesses and residents can successfully realize fundamental objectives such as raising a family, receiving an education, earning a living, purchasing products and services, enjoying leisure opportunities, running a business, hiring qualified workers, benefiting from business and property investment, and generally prospering in relative safety. All of these fundamental objectives, however, depend on the utilization of property for housing, schools, retail shops, offices, factories, parks, open spaces, roadways and the like, that constitute the physical environment in which diverse but inter-connected economic activities can be conducted.

The physical use of property represents an integral component of economic activity. Parents must occupy a physical residence to raise a family. Businesses must occupy space to sell merchandise, manufacture products, provide services, and operate equipment. Even wireless and digital technology requires space to host computer banks, satellite towers, and communication lines. In this regard, property represents a physical resource necessary for economic growth. The General Plan process seeks to guide the allocation and use of property within the community in order to foster and promote sustainable growth in economic activity. The supply of property and how it is utilized influences the capacity to increase economic activity within La Habra. The extent to which property within the City of La Habra is being utilized is influenced by a complex mix of factors that generally include the strategic and competitive attraction of property holdings; regulatory controls guiding the location, form, and intensity of land use; and the local social, political, and business culture that determines the manner in which economic opportunities are pursued by community leaders, businesses, and residents. The technical focus of this economic assessment is on factors influencing the strategic and competitive attraction of La Habra. The purpose of the economic assessment is to assist the City in formulating a General Plan vision and related policy objectives guiding the utilization of property and pursuit of economic opportunity.

Nearly all of the more than 14,300 individual parcels within the City of La Habra have been developed with buildings, equipment, parking, and related property improvements. In effect, the opportunity to build on previously undeveloped property within the City is very limited. The City could expand its inventory of property by annexing adjacent land not already within an adjoining City, but much of the surrounding area has also been developed. Given the developed character of the City and surrounding area, it is easy to conclude the City of La Habra is nearly built-out. The near built-out character of La Habra is indicated by modest gains in overall population, housing, and local employment during the past 10 years, as illustrated on Figure 2.2-1 (City of La Habra—Selected Growth Indicators).

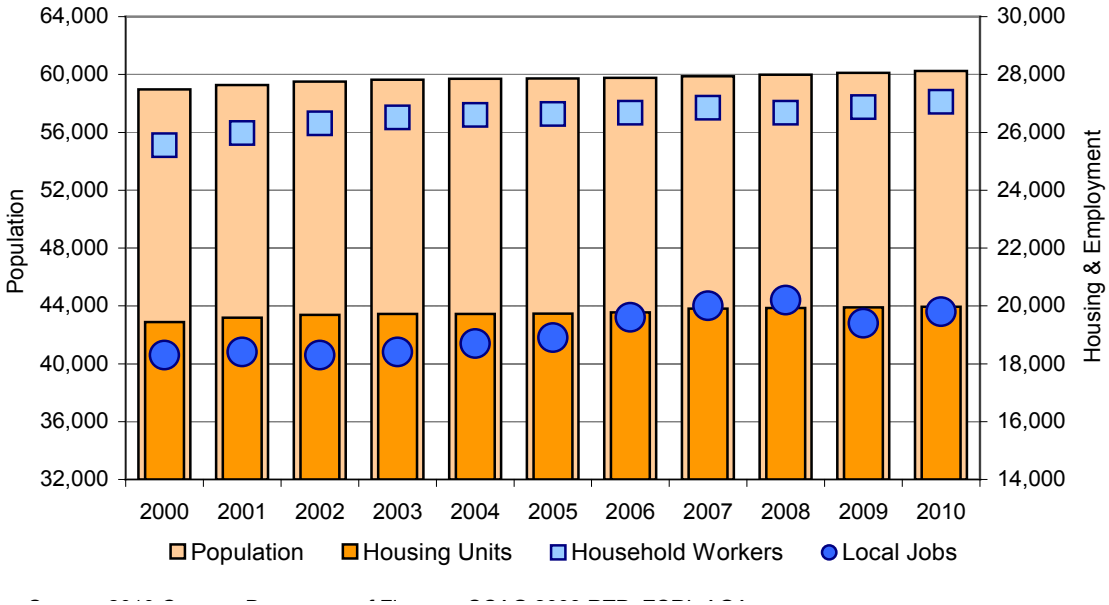
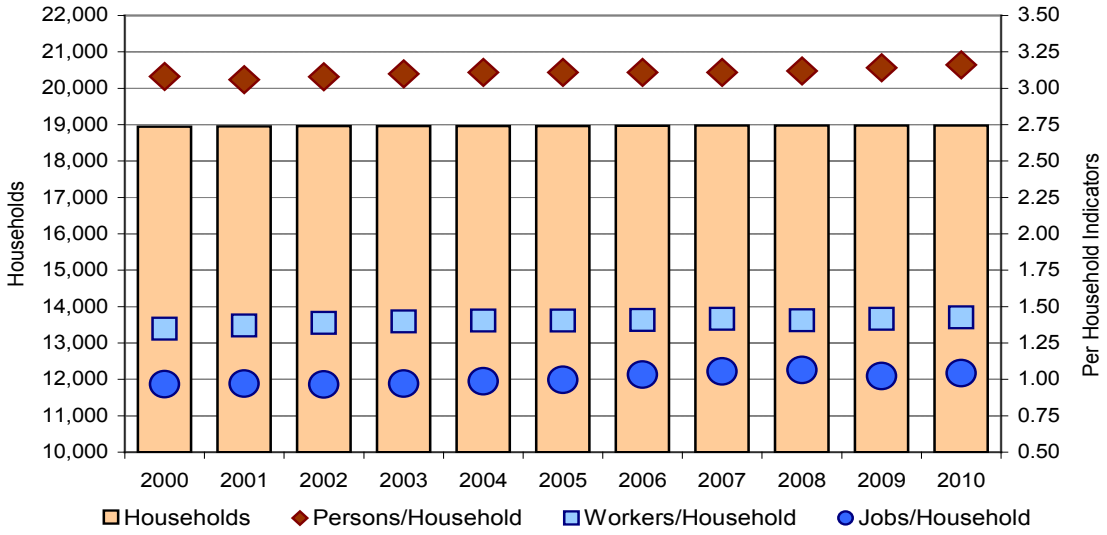


Figure 2.2-1 City of La Habra—Selected Growth Indicators

It is important to recognize La Habra does not exist in isolation and is, in fact, part of a much larger economic region destined to experience substantial economic growth. According to the Southern California Association of Governments (SCAG), the total population of the five-county Southern California region is projected to increase by more than 4.6 million residents over the next 25 years (from roughly 20.0 million residents in 2010 to more than 24.0 million by 2035). Similarly, employment throughout the region is projected to increase by more than 1.6 million workers (from more than 6.0 million in 2010 to more than 7.7 million in 2035). Due to the relatively limited supply of undeveloped property in many Orange County communities such as La Habra, SCAG projections suggest Orange County will account for a limited share of total population growth (7.3 percent), while the Inland Empire is projected to account for nearly one-half (49.7 percent). Despite a relatively limited outlook for population growth, the average size of households in Orange County is expected to increase from approximately 3.19 persons per household (2010) to 3.27 persons per household (2035) due to constraints on the supply of housing that can be built.

Constraints on the supply of new housing in Orange County and the expected increase in population will lead to more people residing under the same roof. A significant factor contributing to the increase in household size is jobs. Business and industry activity throughout Orange County currently hosts enough jobs to support the equivalent of 1.69 workers (including self-employed, family enterprise, and payroll workers) per Orange County household. By comparison, business and industry activity throughout all of Southern California hosts an average of 1.37 workers per household. Orange County is a jobs-rich economic region. The Orange County job base is projected to increase over the next 25 years to a ratio of 1.77 jobs per household despite a relatively limited increase in supply of new housing. The rise in jobs without a corresponding increase in housing provides a strong indication Orange County will experience a greater incidence of doubling up and inter-generational sharing of household living, as well as an increase in commuter congestion along freeways and arterial corridors.

The built-out nature of land in La Habra adds to the challenge of hosting increased housing, employment, and population-serving land uses that will be demanded in the region over the next 25 years. La Habra does not have the option of simply developing vacant land or expanding the City's jurisdiction and infrastructure system to serve adjacent properties. In the face of such challenge, the City still must seek ways to attract new business, increase local employment, facilitate property investment, and increase residential housing so that La Habra continues to participate in long-term economic growth throughout the region. Long-term participation in the regional economy is necessary to ensure the local economic environment of La Habra does not dwindle but remains strong and well positioned to respond to changing economic conditions and opportunities. Sustaining economic development is also important to the fiscal health of City government because revenue needed to pay for the cost of public services demanded by residents and businesses is generated from economic activities, such as business operating investment, consumer shopping, and housing development. Over the years, La Habra has worked to increase the local supply of retail, industrial, and residential land use activity, but local job opportunities and availability of housing remain an ongoing challenge, as suggested on Figure 2.2-2 (City of La Habra—Selected Economic Indicators).



Source: 2010 Census; Depatment of Finance; SCAG 2008 RTP; ESRI; AGA

Figure 2.2-2 City of La Habra—Selected Economic Indicators

According to the 2010 Census, the overall household size in La Habra has increased over the past 10 years from 3.08 persons per household in 2000 to 3.16 persons per household in 2010, despite a limited increase in the total supply of housing (refer to Figure 2.2-1 [City of La Habra—Selected Growth Indicators]). Continuing demand to host additional households within the City of La Habra can be reasonably expected, particularly since Orange County will continue to grow as an employment center within the larger Southern California region. By comparison, La Habra has not developed into an employment destination as have other areas of Orange County, where large undeveloped parcel holdings and easy freeway access have contributed to concentrated job growth. Among residential households of La Habra, there are approximately 1.37 workers per household ("workers" describe residents who work regardless of their work location), which is consistent with the Southern California average of 1.37 workers per household. Despite a relatively high level of work participation, the La Habra area only hosts the equivalent of 1.02 jobs per household ("jobs" describe a work position,

regardless where the worker resides), which is significantly lower than the Southern California average of 1.37 jobs per household. A relative shortage of job opportunities at La Habra-based businesses means resident workers must commute to other communities to find suitable work.

Challenges and opportunities remain within the City of La Habra to foster economic development that benefits the community over the next 25 years. La Habra has a track record of partnering with non-profit organizations that provide innovative approaches to stimulate local economic development, including several community programs such as: the Neighborhood Housing Services (a non-profit organization that assists residents in purchasing a home or avoiding foreclosure); Housing Rehabilitation Program (a Community Development Block Grant program that provides grant and loan assistance for property improvement and repairs); Landmark Development CDC (a non-profit organization that provides business management training and loans to assist La Habra-based business growth); and Child Development/Head Start Centers (which provide safe care and early-childhood development for working families), to name a few. These programs serve to improve the economic stability of working families and success of local-based start-up businesses, which contribute to the overall level of economic activity within the community. Equally innovative approaches and solutions will be required in the future. As mentioned previously, La Habra does not have the option of simply developing vacant property to expand its capacity of land use to host future increases in economic activity. By comparison, La Habra will need to accommodate increasing levels of economic activity over the next 25 years if it is to participate in long-term economic growth of the region. To host a significant increase in economic activity within the community, La Habra must consider the effective utilization of previously developed property. The effective utilization of property resources within target areas of La Habra remains one such challenge evaluated as part of this broad economic assessment.

Regulatory Framework

Fostering and promoting a healthy environment that is conducive to the economic pursuits of investors, businesses, and residents alike is a principal objective of economic development. For purposes of this General Plan Update, “Economic Development” is a general concept that refers to the achievement of distinct economic pursuits by investors, businesses, and residents and corresponding program efforts by local government—such as business retention and attraction, home rehabilitation and repair assistance, redevelopment, and fast-track entitlement processing—to facilitate economic pursuits that benefit the broader community. Economic Development reflects a uniquely individual service responsibility of local governance. Economic Development is not a municipal function mandated by state or federal statute. As such, programming measures and methods used to foster and stimulate local economic growth are not prescribed within a state or national regulatory framework, as is the case for other municipal functions that must comply with the California Building Code (CBC), California Environmental Quality Act (CEQA), and National Pollutant Discharge Elimination System (NPDES). Within the City of La Habra, many local programming efforts directed to economic development are administered through the Community Development Department and the Community Services Department. To overcome resource limitations inherent to the General Fund budget, the City relies extensively on funding that is available through federal and state authorized programs, such as Community Development Block Grants and Community Redevelopment. The City relies on external funding sources to provide services that simultaneously satisfy state and federal agency directives and economic objectives of the local community. Local economic development efforts that rely on state and federal funding are subject to regulatory oversight of expenditures to ensure local services provided also uphold funding agency program objectives.

Existing Conditions

Planning for the future requires an understanding of trends and factors that contribute to economic growth. For purpose of this assessment, economic growth refers to positive increases in factors that contribute to overall economic activity of a community and region. Specifically, this assessment focuses on the inter-connectedness between population, employment and business activity, marketability of land use (housing, retail, office, and industrial), and utilization of property; all factors contributing to economic growth. This assessment does not seek to address the full-spectrum of issues that influence economic growth, but rather focuses on factors that can be most effectively guided and influenced by policy objectives of the General Plan.

The 2010 Decennial Census was conducted in April 2010. The Census is conducted once every 10 years to provide a comprehensive assessment of changes in the local population, housing, and related demographic conditions describing the City of La Habra and its various neighborhoods. During the course of assessing existing economic conditions, the US Census Bureau began publishing limited data releases including General Demographic Characteristics (DP-1) and Census Summary File 1 (SF-1). Available data addresses a number of factors useful in describing existing economic conditions, including population, age, race, and housing. The DP-1 and SF-1 2010 Census data, however, does not address all relevant factors important to the assessment of economic conditions such as education, occupation, employment, and income. As a result, a variety of factors describing existing economic conditions must rely on statistical and sampling estimates available from government agencies, research agencies, and data purveyors to describe conditions within La Habra and its surrounding environment. Key sources of data evaluated within the scope of this economic assessment are summarized below:

- The ***population-demographic assessment*** relies on United States Census data to describe Year 2010 population, age distribution, racial-ethnic composition, and household occupancy conditions; California Department of Finance (DOF) data for estimates of population and housing prior to the 2010 Census; Southern California Association of Governments (SCAG) 2008 Regional Transportation Projection data to describe historic and long-range future population, household, and employment at the regional and Census Tract level; and ESRI data (a subscription-based data purveyor) to describe changes in household income, workforce occupation, and industry employment characteristics. The use of 2010 Census data to assess existing economic conditions is explicitly noted in the text discussion and source reference for all relevant figures and tables.
- The ***employment and business assessment*** relies on California Employment Development Department (EDD) to identify payroll employment trends and projections at the state and county level of reporting; US Bureau of Census County Business Pattern (CBP) data at the sub-county ZIP Code level of reporting; EDD Occupational Employment Survey data describe occupational training and wage factors; and City of La Habra Finance Department for City-based employer data.
- The ***market assessment*** of housing, retail, office, and industrial land use relies on a variety of market tracking sources including First American Real Estate electronic appraisal data to identify residential value and unit size trends; U.S. Census Manufacturing and Constructions Statistics Division data to identify City and county building permit trends; State Board of Equalization data to identify taxable retail sales trends; Bureau of Economic Analysis data to identify personal consumption trends; EDD and CBP data used to drive a model simulation of Orange County employment densities; and quarterly market data from Voit Commercial, CB Richard Ellis, and others broker sources to track market share, space absorption, and competitive pricing.

- The ***property resource assessment*** relies on GIS data from the City of La Habra describing land use attributes (e.g., assessor parcel number, lot size, and existing zoning) at the individual parcel level for target locations within the community; and Metroscan assessor parcel data used to supplement City GIS data and identify building area, assessed value, type of land use, and other indicators of property utilization.

POPULATION

The resident population of La Habra represents a critical resource for economic growth because of its far-reaching influence on many aspects of economic development. Population is a key demand driver for most forms of land use including housing, retail, schools, hospitals, parks, and roads developed for the purpose of serving an area's population. The local population also reflects a labor resource most readily positioned to meet the needs of area business and industry. Much of the operating budget and service responsibility of local government exists to serve its resident population. Finally, the resident population represents a valued resource for economic growth because community leadership, entrepreneurial spirit, innovation, investment, and commitment are largely born out of the local population.

Between 2000 and 2010, La Habra saw a very modest increase in overall population. During the past 10 years, the City population only increased by about 2.0 percent or less than 1,300 persons from approximately 58,970 in 2000 to 60,240 in 2010 (according to the 2000 and 2010 Decennial Census). Despite a relatively modest increase in overall population, La Habra has experienced changes in demographic characteristics that describe City residents.

Many communities experiencing limited population growth also witnessed an increase in the median age (age level at which one-half of residents are older and one-half are younger). According to the Census, the median age of residents in La Habra increased from 31.6 years in 2000 to 33.6 years in 2010. The increase in median age provides a good indication that aging City residents account for an increasing share of the total population, as shown on Figure 2.2-3 (City of La Habra—Age Distribution)

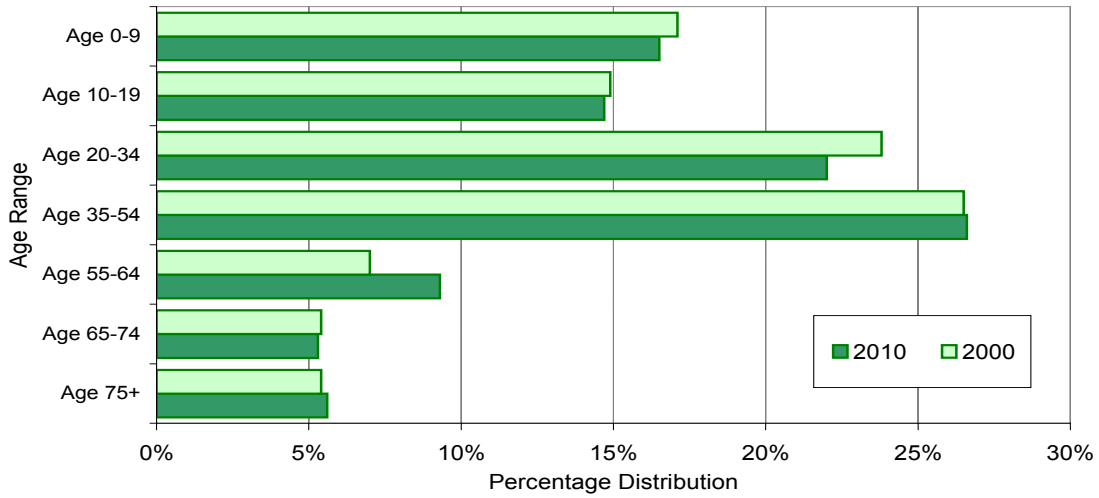
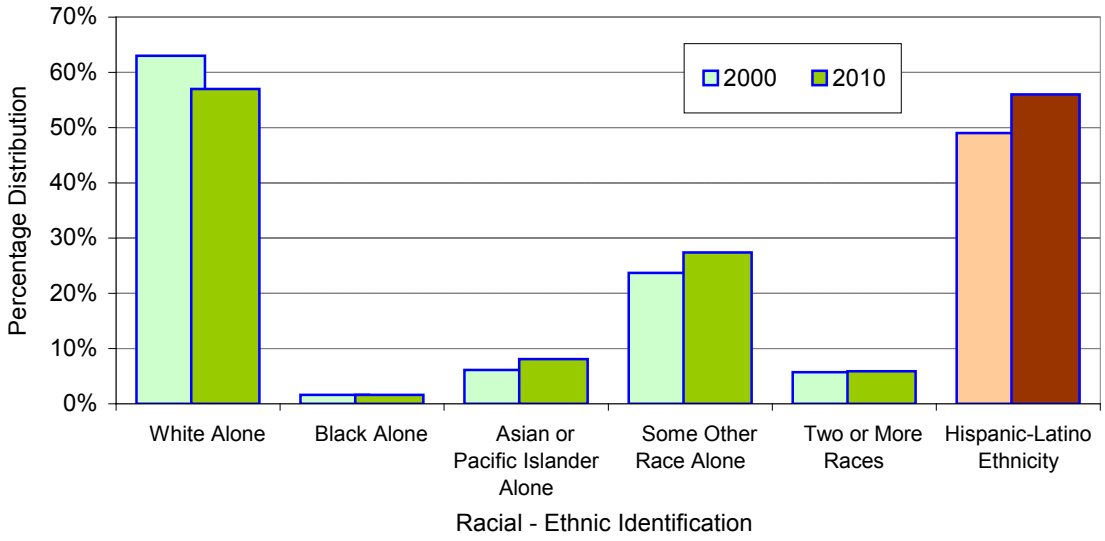


Figure 2.2-3 City of La Habra—Age Distribution

The age distribution graph identifies a notable decrease in 20- to 34-year-old residents as a share of total population. This young age group is characterized by new entrants to the workforce on a full-time basis and peak childbearing period following family formation. A slight drop in number of young children under 10 years of age is also noted. The age distribution graph also shows a notable jump in residents between 55 and 64 years of age, a period characterized by households with adult or near-adult children, and early retirement from the full-time workforce.

Southern California has long existed as a destination for migrating families and individuals arriving from other states and other countries. The racial and ethnic composition of La Habra has not been immune to the changing effect of migration and natural growth within the region, as shown on Figure 2.2-4 (City of La Habra—Population by Race and Hispanic Ethnicity). According to the Census, the racial composition of La Habra has grown more heterogeneous over the past 10 years, with a drop in share of population that is White offset by a corresponding increase in the share of population that is of Asian or Other race. The ratio of persons self-identified as Black or of Mixed Race remained unchanged. Census data also indicates the City's Hispanic population, which includes persons of a Latin-language heritage (e.g., Spanish, Guatemalan, Mexican, Brazilian, etc.) regardless of race, increased notably over the last 10 years from 49.0 percent in 2000 to 56.0 percent in 2010. The changing racial and ethnic composition of La Habra raises the potential for opportunities and challenges in fostering long-term economic development. As the cultural diversity of Southern California intensifies in the future, a heterogeneous workforce within La Habra offers increased opportunity to respond to changing business and market demands represented by various cultural groups. By contrast, cultural identities that cannot be readily translated within a broader cultural context can represent an added challenge because resources required to serve the needs of distinct cultural groups independently often exceed resources available for meaningful economic development that benefits the entire community.

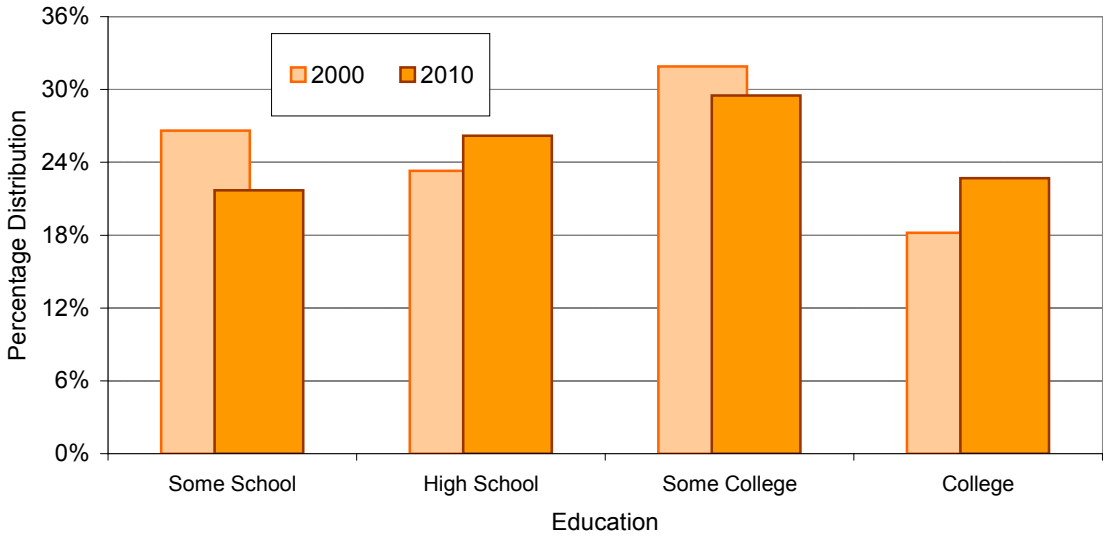


Source: 2010 U.S. Census

Figure 2.2-4 City of La Habra—Population by Race & Hispanic Ethnicity

Educational attainment is vital to economic growth because the knowledge skills obtained with a higher level of education (e.g., communication, technical capabilities, cultural awareness, and specialized

training) provide a cornerstone for leadership and contribution that benefits the individual and broader community. A lack of education and related absence of knowledge skills is often an underlying dilemma inhibiting greater economic achievement in many ethnically diverse communities. Statistical estimates from ESRI (a subscription data provider) indicate a notable increase in educational achievement during the past 10 years and suggest significant promise for La Habra, as shown on Figure 2.2-5 (City of La Habra—Educational Attainment).



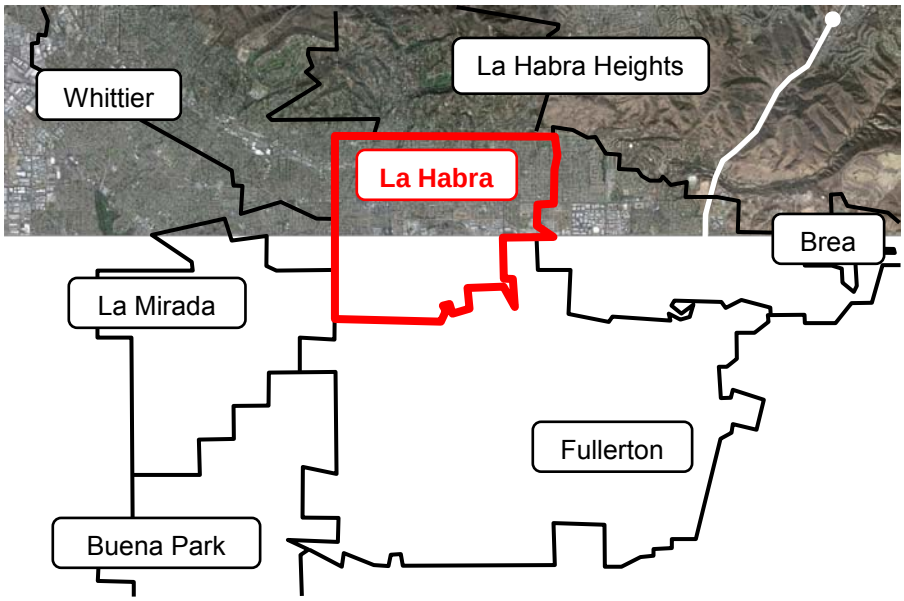
Source: ESRI - Business Analyst Online; AGA

Figure 2.2-5 City of La Habra—Educational Attainment

Between 2000 and 2010, the share of adults with less than a high school education declined, while the share of those that completed high school increased. Similarly, there has been a decrease in share of adults with some college education, while the share of adults with a 4-year degree or higher form of education significantly jumped by 25.0 percent from 18.0 percent in 2000 to 22.7 percent in 2010.

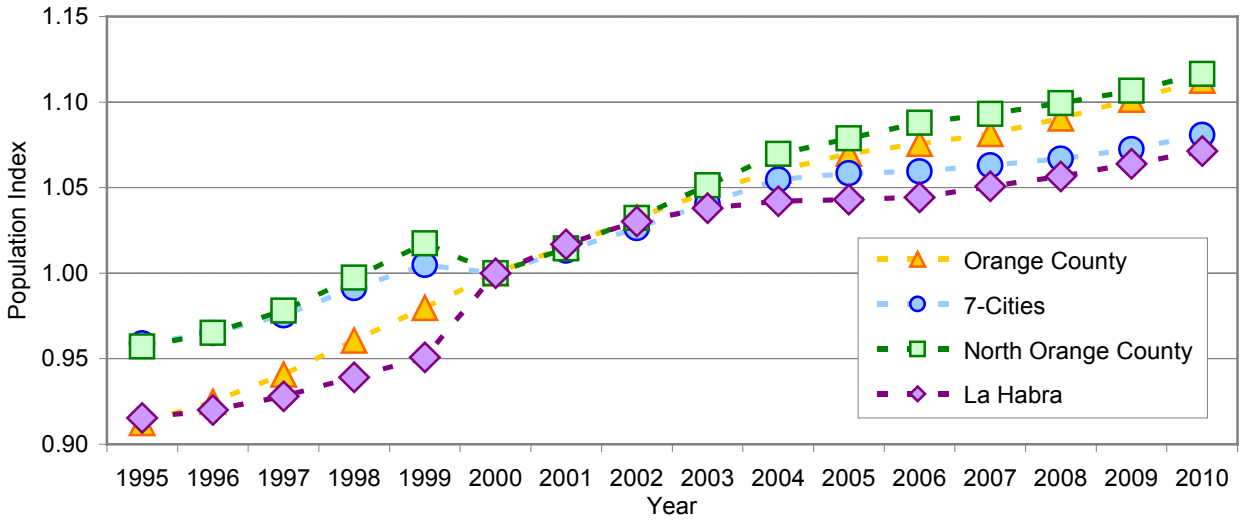
Changes that describe the racial-ethnic composition and educational attainment of City residents provide a strong indication that La Habra will continue to improve its qualitative standing as a location where business and commerce can succeed within an evolving regional economy. Perhaps the biggest challenge facing La Habra is limited potential for overall population growth. Economic development is a competitive process where all communities seek to leverage regional economic growth to the benefit of local residents, businesses, and government services. Achieving ever-higher levels of economic progress becomes increasingly difficult if forced to draw upon a finite pool of human resource potential. La Habra (60,240 residents) is one of 34 incorporated cities within Orange County (3.0 million residents). La Habra is technically part of North Orange County, which consists of La Habra, Brea, Yorba Linda, Fullerton, and Placentia (over 360,000 residents), but competes most directly within a seven-city area, which consists of La Habra, La Habra Heights, Whittier, La Mirada, Buena Park, Fullerton, and Brea (nearly 470,000 residents), as illustrated on Figure 2.2-6 (Seven Cities Location Map). The challenge of increasing population to facilitate further economic development is not unique to La Habra but also affects the

seven-city competitive area as indexed population growth trends on Figure 2.2-7 (Index of Historic Population Growth for La Habra and Selected Areas) suggest.



Source: Google Earth Pro and Alfred Gobar Associates, 2011.

Figure 2.2-6 Seven Cities Locational Map



Note: Indexed against 2000 Population
Source: California Department of Finance and AGA

Figure 2.2-7 Index of Historic Population Growth for La Habra and Selected Areas

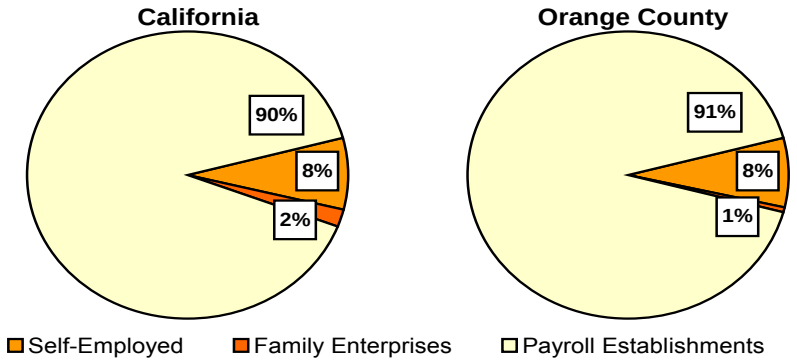
The indexed growth trend indicates Orange County and North Orange County have experienced relatively faster population growth than is true of the seven-city area or La Habra. If not for a relatively rapid increase in population associated with new home development in Brea, the overall index of population growth within the seven-city area would be the same as shown for La Habra.

EMPLOYMENT

Employment represents a fundamental requirement of sustainable economic development. Employment is commonly understood as the means by which individuals and households earn a living. An earnings-based view of employment is understandable because earnings strongly influence the form of tangible commodities (e.g., housing, auto, food, and clothing) that can be obtained and lifestyle pursuits (e.g., prosperity, education, retirement, and security) that can be acquired by most individuals. Employment also reflects the engagement of labor resources to fulfill services and processes critical to the success of industry and commerce. With limited exception, labor represents the most costly value-added component of products and services demanded by consumers and businesses. Because of the costly nature of labor, business and industry often demands an ample supply of individuals with specialized skills and ability to carry out value-added functions (e.g., sales, engineering, and fabrication) critical to the success of a given enterprise.

For purpose of this assessment, "workers" describe individuals and household members that possess varying forms of knowledge, skill, and experience that can be applied (employed) to satisfy the needs of industry and commerce. By comparison, "jobs" describe the variety and supply of employment positions available within a given area. Workers seek jobs where they can receive equitable compensation for the skills and knowledge they provide to the workplace. Business and industry (which provide jobs) seek workers that possess the specialized skills and knowledge needed by the enterprise. Workers and jobs are geographically fixed components of employment. Jobs that match the skill set of a given worker are not necessarily available in the local area. Conversely, workers that can fulfill the job requirements of an enterprise do not necessarily exist within the local area. The geographic separation of workers and jobs is most epitomized in the issue of "Jobs-Housing Balance," and related issues involving freeway congestion, long work commutes, and other social stressors. La Habra is not immune to the interplay between workers and jobs. In 2010, the resident population included an average of 1.37 workers per household. By comparison, establishments in the local area only represented enough job opportunity for 1.02 jobs per household.

Employment is assessed from many different perspectives and by a diverse range of federal and state agencies. In a global sense, employment used to describe workers and jobs consist of three fundamental groups depicted on Figure 2.2-8 (Non-Farm Employment Groups—Selected Economic Regions).



Source: California Employment Development Department; AGA

Figure 2.2-8 Non-Farm Employment Groups—Selected Economic Regions

Self-employed and family enterprises include small businesses that do not make regular payroll payments to workers but are included in periodic household-survey estimates of employment conducted by the State and Census Bureau. By comparison, payroll establishments include businesses of all sizes that make regular payroll payments to hourly or salaried employees. Payroll establishments report employment levels and payroll payments on a semi-weekly or monthly basis directly to state and federal agencies, which rely on this administrative record to track business tax obligations and detailed employment trends. Payroll establishments represent the largest component of total non-farm employment and describe the group most closely reported in terms of skill, wage, industry, and trends that can be evaluated to assess the local area environment for economic development. Payroll employment trends describing Orange County and La Habra are illustrated on Figure 2.2-9 (Payroll Employment and Unemployment Trends).

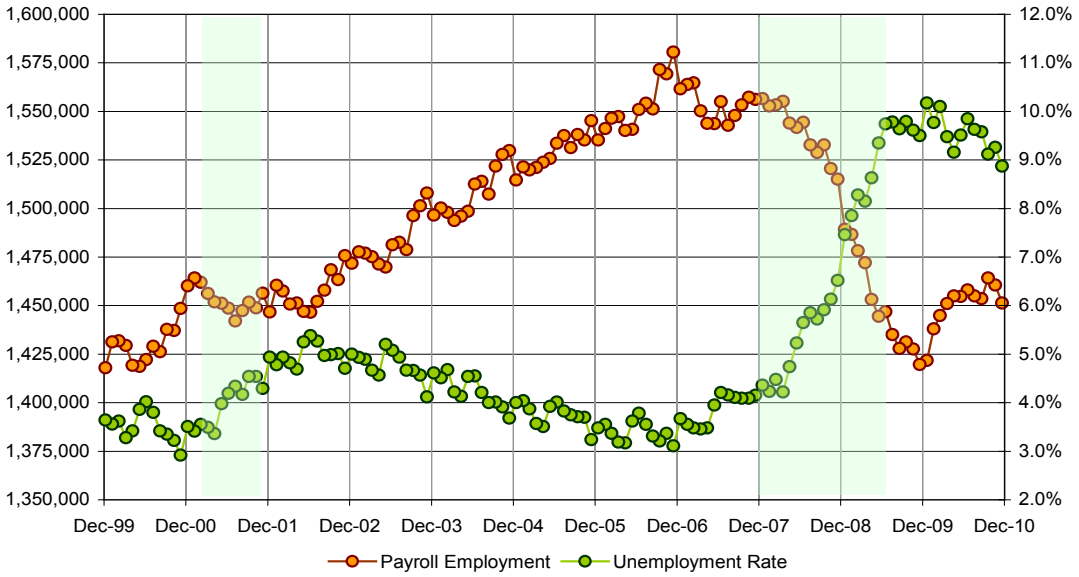
Broader employment trends reflecting the ebb and flow of economic growth throughout Orange County are also evident with the rise and decline of local job opportunities within La Habra over the past 10 years. La Habra's employment growth opportunities and challenges are strongly influenced by broader-based trends of the Orange County economy. An important objective of local economic development is to recognize trends describing the broader economy and undertake program efforts (e.g., business permitting assistance, workforce guidance, SBA assistance loans, and development assistance) that leverage local resource potential to the benefit of the La Habra community.

Orange County reflects a self-generating economy where the scale and mix of industry activity is sufficiently diverse to satisfy locally generated demand and is specialized to export products and services to businesses outside the region. Its mix and diversity of industry activity compares favorably with much larger economic regions such as Southern California and state of California, as illustrated on Figure 2.2-10 (2010 Industry Employment Mix of Selected Economic Regions).

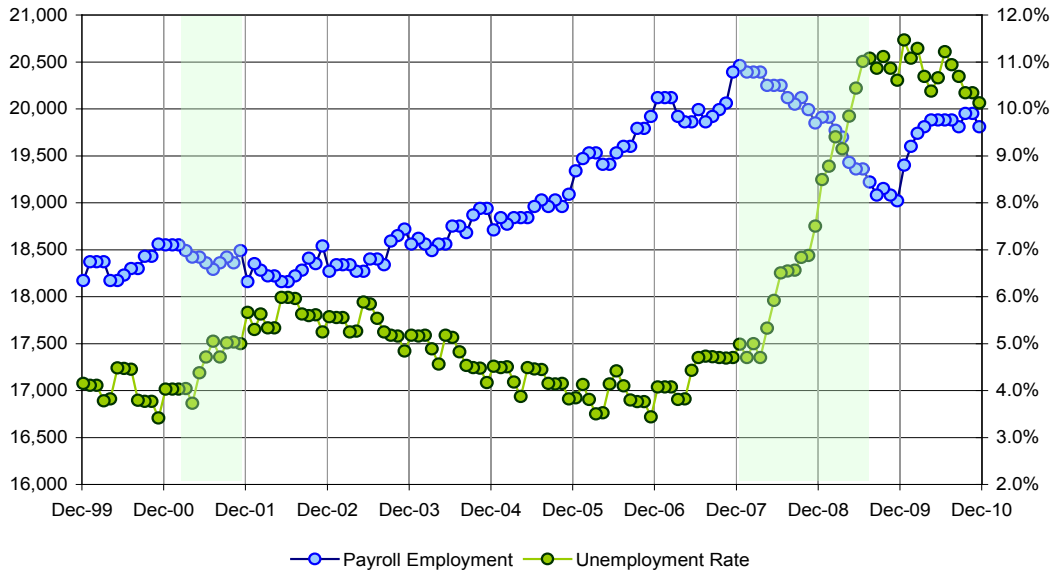
The diversity that describes the Orange County economy is an indicator of the region's ability to adapt to changing economic conditions and emerging market opportunities. Despite its diversity and strength, Orange County has not been immune to economic cycles. In absolute terms, the latest economic recession has led to absolute employment declines across all industry sectors, with the exception of negligible growth in a few population-serving industries. After growing by more than 92,700 average annual jobs between 2000 and 2008 (0.8 percent annual rate of growth), Orange County shed nearly 121,000 average annual jobs between 2008 and 2010 (4.2 percent annual rate of decline). In other economic regions of Southern California, such as the Inland Empire, the loss of jobs since 2008 has been more severe. Since the end of 2009, the Orange County economy has begun to climb out of the last recession by adding back 34,600 payroll jobs during the 2010 calendar year.

Between 2000 and 2008, changes in industry employment largely reflected a period of economic expansion. By comparison, changes in the industry employment mix since 2008 have largely been due to the recession and associated economic contraction. Changes in the industry employment mix of Orange County are shown on Figure 2.2-11 (Industry Employment Trends Describing Orange County).

Orange County



City Of La Habra[1]



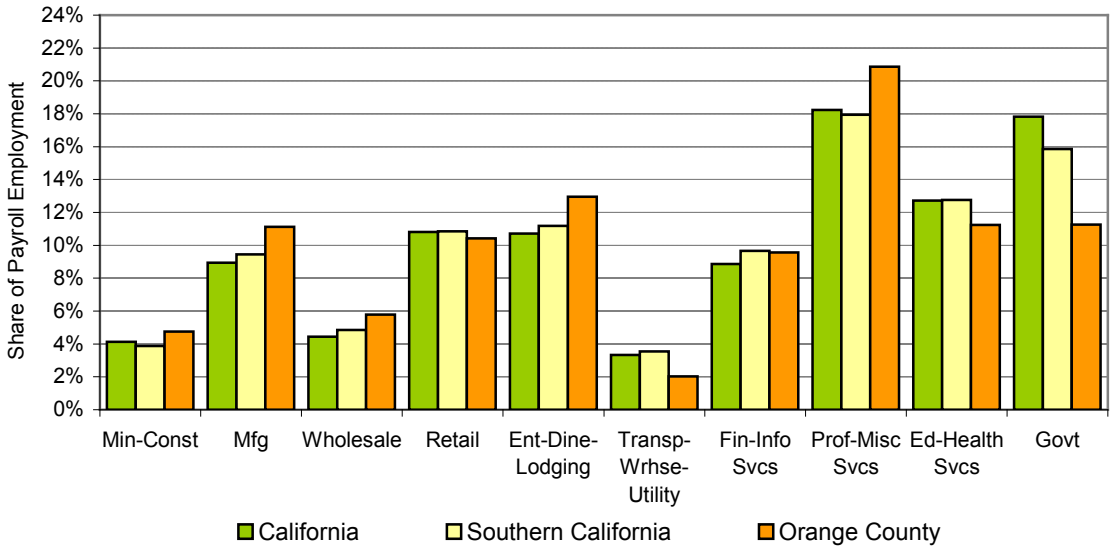
Note:

[1] City employment reflects adjusted estimate based on EDD and SCAG 2008 RTP data

Green shaded areas denote period of economic contraction in U.S. economy.

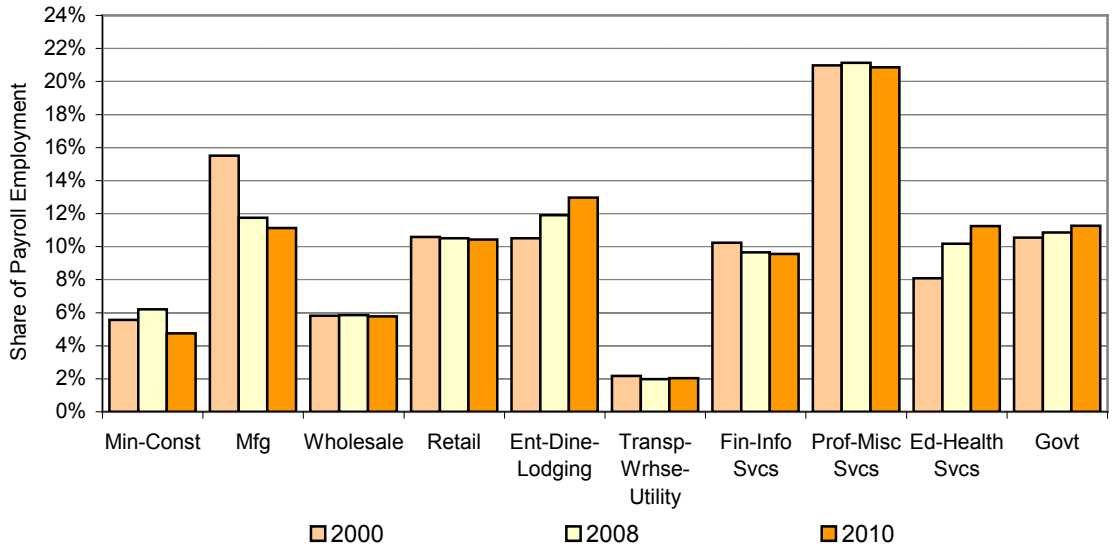
Source: Employment Development Department; SCAG 2008 RTP; California Economic Indicators;AGA

Figure 2.2-9 Payroll Employment and Unemployment Trends



Source: California Employment Development Department; AGA

Figure 2.2-10 2010 Industry Employment Mix of Selected Economic Regions



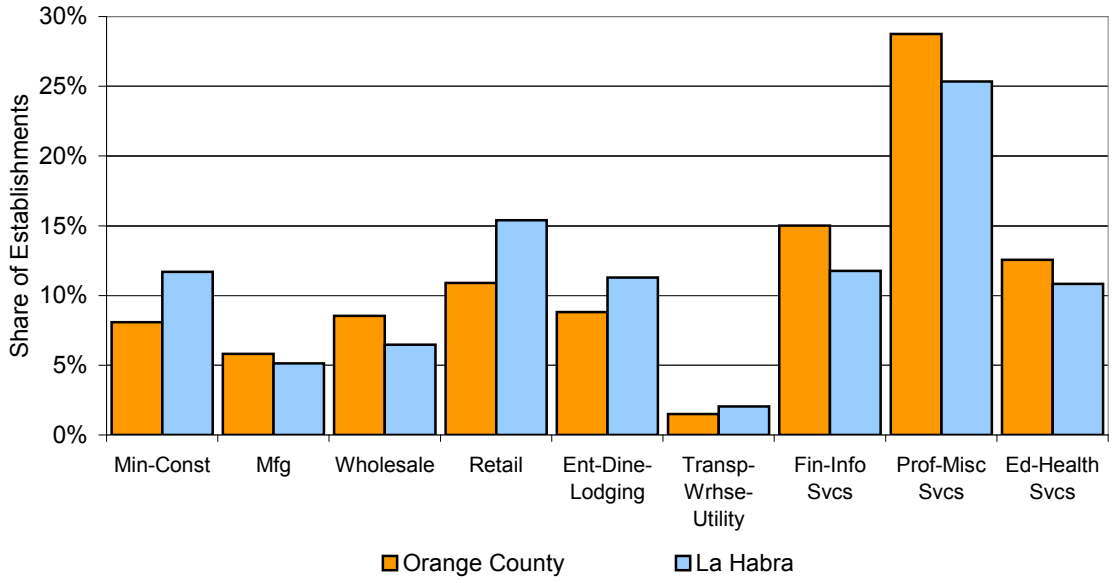
Source: California Employment Development Department; AGA

Figure 2.2-11 Industry Employment Trends Describing Orange County

The shrinking manufacturing base throughout the broader U.S. economy has also affected Orange County. Manufacturing jobs declined as a share of all employment from 15.5 percent in 2000 to 11.7 percent by 2008 and has continued to decline (in both relative and absolute terms) to 11.1 percent in 2010. The housing market collapse preceding the recession also led to drops in overall construction employment (4.8 percent in 2010), though the peak period for construction jobs in Orange County as a share of total employment (7.0 percent in 2006) was less significant than in other regions of Southern

California such as the Inland Empire (10.0 percent in 2006). Industry employment sectors that have grown as a share of total employment from 2008 to 2010 include education and health services (10.2 to 11.2 percent); entertainment, dining, and lodging (11.9 to 13.0 percent); and government (10.8 to 11.3 percent).

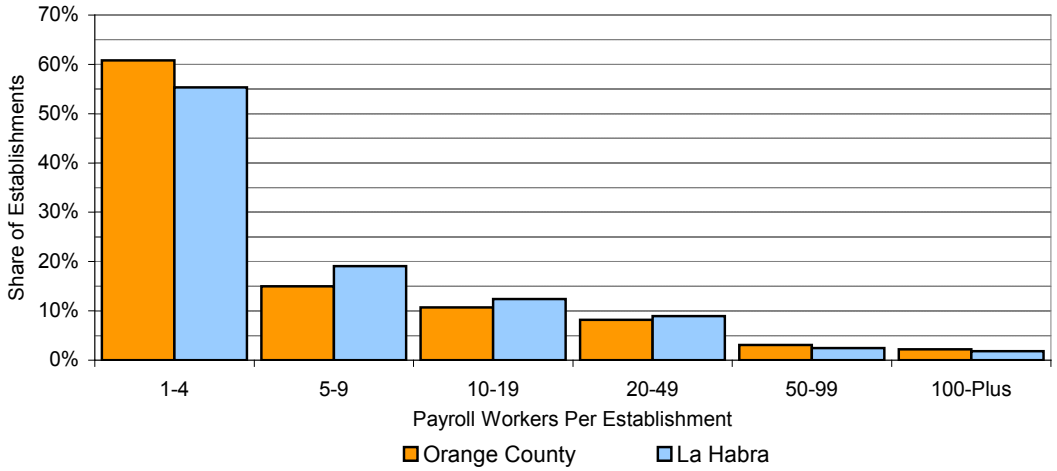
The industry make-up of payroll employment does not necessarily describe the corresponding mix of establishments operating within a given area. An unequal distribution of business activity throughout a region should be anticipated as a desired outcome of land use planning policies that seek to organize mutually compatible activities in concentrated and strategic locations. Similarly, the broad diversity of industry activity that defines Orange County is not uniformly distributed across all geographic areas of the region. Certain forms of land use and related business activity, such as retail, are widely distributed throughout a region in order to conveniently serve the resident population. By comparison, employment-based land use, such as industrial and office, tends to concentrate in areas that provide operating advantages for businesses within the concentration area. The mix of business activity that distinguishes La Habra as a competing sub-area of Orange County is identified on Figure 2.2-12 (Industry Mix of Private Payroll Establishments—Orange County & La Habra).



Source: U.S. Census Bureau - County Business Patterns; AGA

Figure 2.2-12 Industry Mix of Private Payroll Establishments—Orange County & La Habra

The size-range mix of payroll establishments provides insight about the nature of business activity likely to represent opportunity for economic development within a local area and the broader region. Figure 2.2-13 (Size Range Mix of Payroll Establishments—Orange County & La Habra) identifies the employee size-range mix of establishments within Orange County and the La Habra area as of 2008 (latest available data for a localized area such as La Habra).



Note: La Habra area reporting is for ZIP Code areas 90631, 90632, & 90633

Source: U.S. Census Bureau - County Business Patterns; California Employment Development Department; AGA

Figure 2.2-13 Size Range Mix of Payroll Establishments—Orange County & La Habra

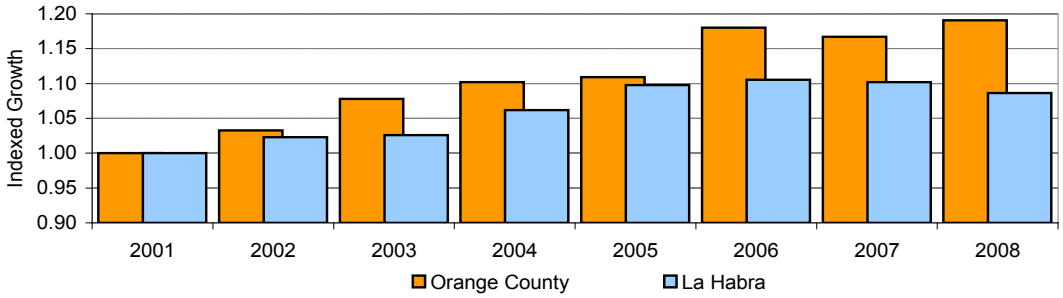
As shown, small businesses with less than 10 payroll employees represent a dominant form of business activity in economic environments of all sizes. The size-range distribution identified on Figure 2.2-13 (Size Range Mix of Payroll Establishments—Orange County & La Habra) does not include sole-proprietorships and family-run enterprises, which are primarily small businesses with less than 10 workers. Large establishments with more than 100 employees account for a small share of total businesses but represent an important component of the overall economy because these larger companies also generate significant demand for business-to-business products and services that fuel further economic development in the region. La Habra is home to several large employers with 100 or more payroll employees as indicated in Table 2.2-1 (Principal Employers—2010—City of La Habra).

Table 2.2-1 Principal Employers—2010—City of La Habra

Employer	*Number of Employees*
CVS Pharmacy	1,056
Wal-Mart/Sam's Stores Inc	492
City of La Habra	400
The Kroger Co./La Habra Bakery	250
Costco	231
Target Stores T-248	230
Home Depot USA	145
La Habra Convalescent	140
Kohl's Department Stores Inc.	136
Lowe's Home Centers Inc.	134

SOURCE: Business License Dept & HdL Coren & Cone, 2011.

Growth in the number of businesses competing within an area is another factor contributing to overall economic development. Business growth trends that distinguish La Habra within the larger Orange County economy are illustrated on Figure 2.2-14 (Payroll Establishment Growth Trends—Orange County & La Habra).



Geographic Area	Total Number of Payroll Establishments							
	2001	2002	2003	2004	2005	2006	2007	2008
La Habra Area	1,167	1,194	1,197	1,239	1,281	1,290	1,286	1,268
Orange County	79,648	82,266	85,841	87,755	88,331	94,011	92,938	94,854

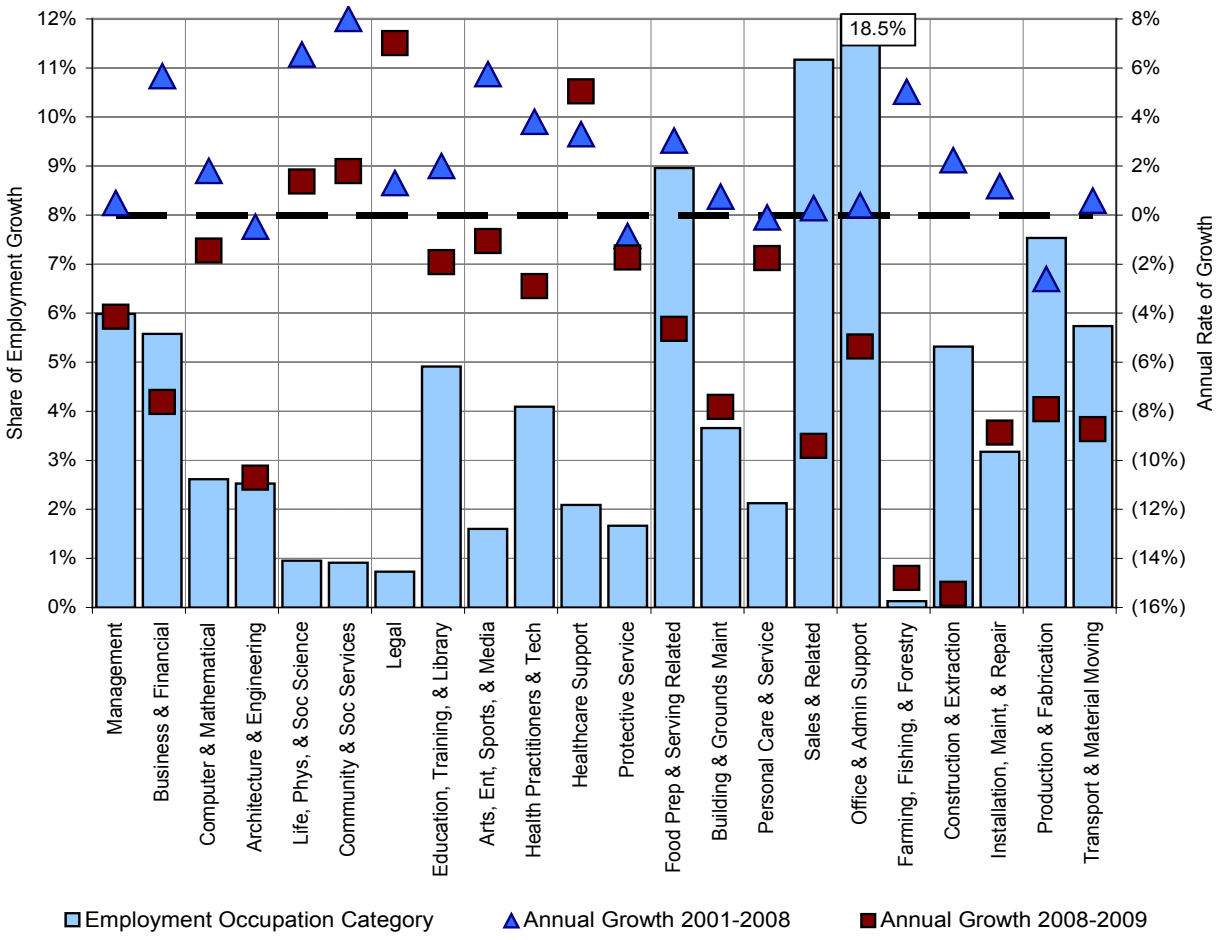
Note: La Habra area reporting is for ZIP Code areas 90631, 90632, & 90633

Source: U.S. Census Bureau - County Business Patterns; California Employment Development Department; AGA

Figure 2.2-14 Payroll Establishment Growth Trends—Orange County & La Habra

Between 2000 and 2008 (period preceding the latest recession), the total number of payroll establishments competing within the Orange County region increased by nearly 20.0 percent. By comparison, the number of competing payroll establishments in the La Habra area only increased by about 10.0 percent between 2000 and 2006 and subsequently started to decline. The slower rate of growth in new business activity implies future efforts to expand the competitive role of business in the La Habra area may face greater challenges because the local pool of business resources becomes increasingly limited in relation to other areas of Orange County.

Employment is not only defined by the mix of industries and businesses that rely on workers but also worker occupations. A worker occupation can be generally described as the set of skills (consisting of specialized knowledge and experience) an individual possesses for the benefit of the workplace. Any given industry employs workers who possess a broad range of occupation skills. The occupational mix of employment throughout the region provides a good indication about the relative abundance or scarcity of jobs opportunities that require the education and training skills represented among La Habra's resident workforce. The mix of occupations employed by businesses throughout Orange County is illustrated on Figure 2.2-15 (Orange County 2008 Employment Mix and Growth Trends by Occupation Category). Also shown are related growth trends for the 8-year period preceding the latest recession and the first 12 months of the recession (latest available data).



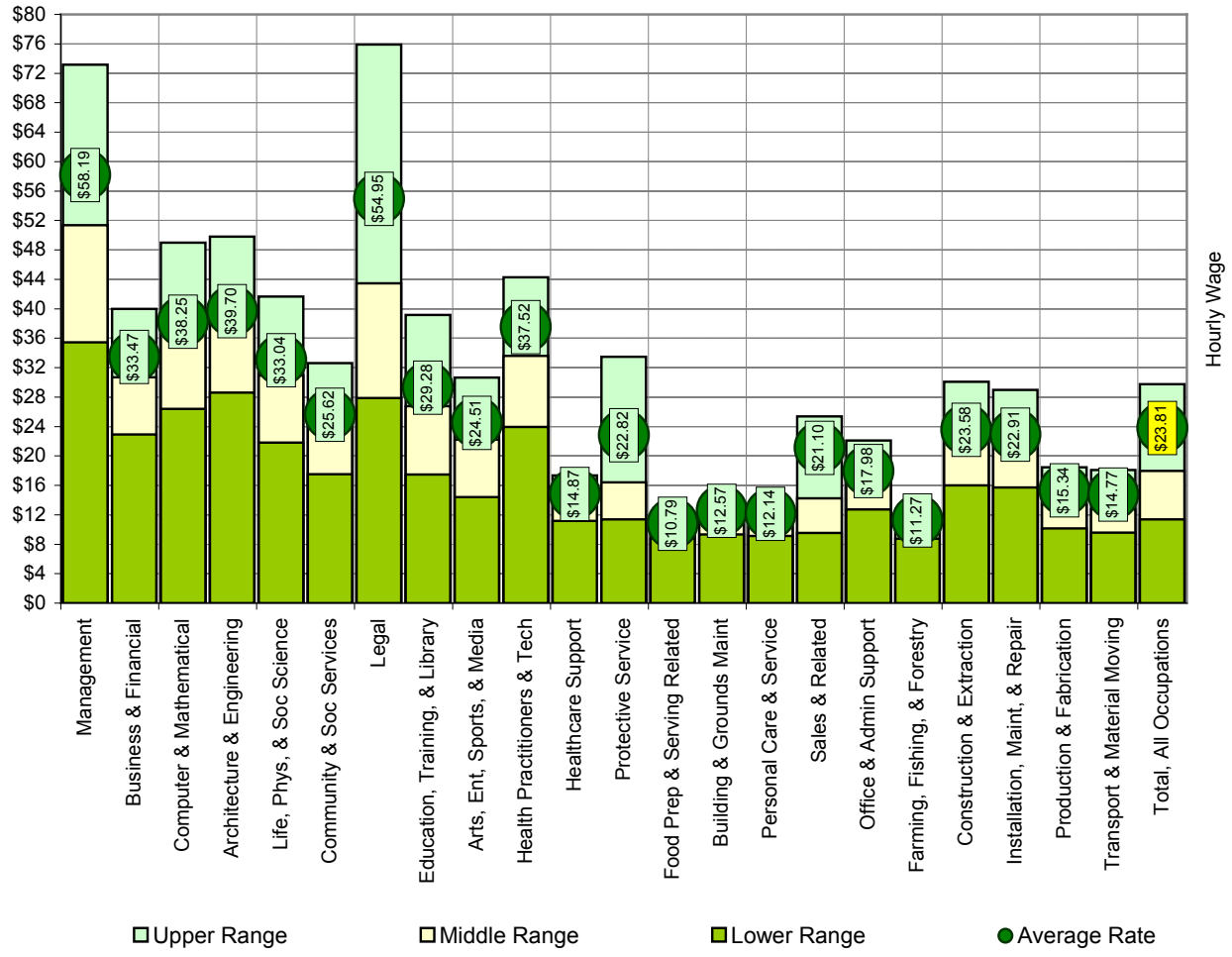
Note: Overall payroll employment in Orange County increased by 0.8% annually between 2001 and 2008 but has since declined 4.2% annually between 2008 and 2010.

Source: California Employment Development Department; AGA

Figure 2.2-15 Orange County 2008 Employment Mix and Growth Trends by Occupation Category

Occupations accounting for the largest share of jobs demanded in Orange County include office and administrative support (18.5 percent); sales and sales-related (11.2 percent); and food preparation and food serving (9.0 percent). Prior to the start of the recession there was growing demand for all twenty-two occupation categories identified, with the exception of four: architecture and engineering, protective service, personal care service, and production and fabrication. For much of the recessionary period, demand for all occupation skills was on the decline, with the exception of four occupations: life and physical sciences, community and social services, legal, and healthcare support. Over the long run, occupational demand in Orange County can be expected to more closely approximate the 8-year period prior to 2008 than the period of recessionary decline.

In general, worker earnings potential is strongly influenced by the level of education and training required to competently perform the work routine and duties of distinct occupations. The corresponding wage profile associated with each occupation category is depicted on Figure 2.2-16 (Orange County 2010 Hourly Wage Comparison by Occupation Category).



Note: Between 2001 and 2010 the average hourly wage for all occupations increased 2.90% annually within the lower range; 2.89% annually within the middle range; and 3.22% annually in the upper range.

Source: California Employment Development Department; AGA

Figure 2.2-16 Orange County 2010 Hourly Wage Comparison by Occupation Category

As shown, three occupations that account for almost 40.0 percent of all job demand commanded wages (Office and Administrative Support—$17.98/hour, Sales and Sales Related—$21.10/hour, and Food Prep and Serving Related—$10.79/hour) below the county average ($23.81/hour) in 2010. The low wage profile of these occupations is largely a product of the modest training needed to perform daily work routines. In general, the first seven occupations listed left-to-right (management to legal) are among the highest paid but only account for 20.0 percent of job demand within the Orange County region (refer to Figure 2.2-15 [Orange County 2008 Employment Mix and Growth Trends by Occupation Category]). One objective of economic development is to promote and foster resident worker skills that are aligned with good-paying occupations expected to be in constant demand in the future, as discussed later in this assessment.

RESIDENTIAL

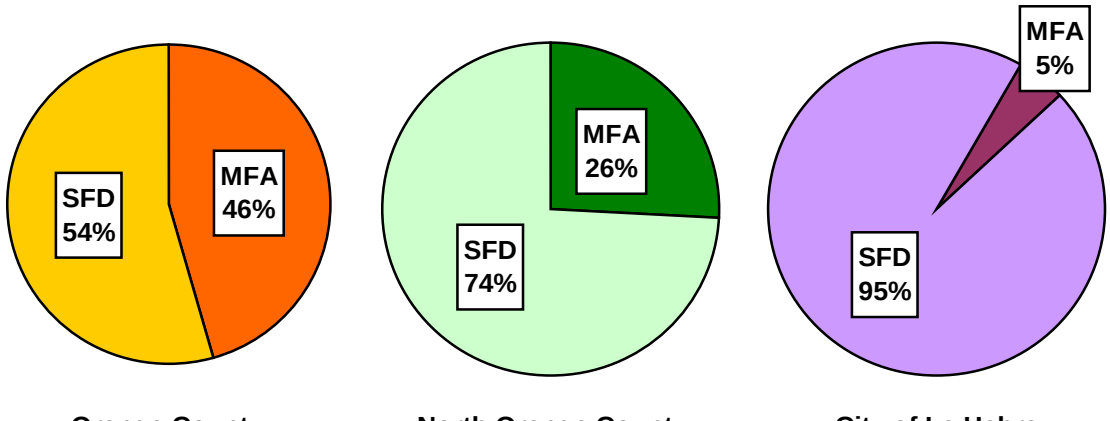
Of the more than 14,300 individual properties within La Habra, over 13,300 have been improved for some form of residential living. Residential development is a dominant form of land use often accounting for 75.0 to 85.0 percent of all developed area within a metropolitan region such as Orange County. According to the 2010 Census, the housing stock within the City of La Habra includes 19,924 residential dwellings, with over 18,975 existing dwellings occupied by owners or renters. The 2010 Census also indicates 57.7 percent of occupied homes are owner occupied, which is greater than the Southern California average of 54.4 percent. By comparison, 42.3 percent of occupied homes are renter occupied, which is below the Southern California average of 45.6 percent. Independent statistical estimates by the California Department of Finance indicate single-family detached homes account for 53.2 percent of the 2010 housing stock, attached homes account for 43.1 percent; and mobile homes 3.7 percent.

Orange County is widely recognized as a region where the supply of undeveloped land suitable for new home development is limited. This is particularly true in La Habra, where the supply of vacant land designated for residential development is very limited. Residential development is an important component of overall economic growth, not only for the property tax value of homes constructed, but also the job skills and consumer business support represented by new residents. Absent a renewing influx of residents, the population in a given locale tends to grow older. Trends describing the City of La Habra over the past 10 years indicate aging workers and early retirees are accounting for an increasing share of the resident population (refer to Figure 2.2-3 [City of La Habra—Age Distribution]). Aging communities also tend to experience lower levels of home resale activity because homeowners seek to remain in their homes longer. In 2010, 493 home resale transactions were recorded for properties located within the City of La Habra (the highest volume of resale activity for any given year between 2006 and 2010). La Habra's 2010 rate of resale transaction activity is equal to 2.5 percent of the City's housing stock. Historically, the rate of resale transaction activity in La Habra has been closer to 2.0 percent of the housing stock. By comparison, communities characterized by new growth and youthful populations generally experience a rate of transaction activity representing 8.0 to 12.0 percent of the local housing stock. A relatively static and aging population base poses a challenge for local-based economic development because an increasing share of workers begin leaving the workforce and consumer business support declines in retirement.

Absent widespread opportunity to develop new housing on vacant property, the ability to realize any significant increase in the population base of La Habra will require careful consideration of how current developed properties may be more effectively utilized to host additional residents. In short, La Habra's long-term participation in economic growth projected for the region will require an influx of new and younger residents to the community. Realizing new population growth without encouraging new home development is theoretically possible but requires the pace of resale activity within existing neighborhoods to rapidly increase above the historically high rate experienced in 2010. Mathematically, any net increase in population above the current level will not be proportional to the increase in resale activity because the average household size in La Habra is already relatively large at 3.22 persons per household. A passive approach to bolster the population base of La Habra dictates an unprecedented and protracted spike in residential resale activity.

The practical reality is any significant long-term increase in the population base of La Habra will require proactive measures and programs to encourage infill development in locations where it is in the

economic interest of the property owner and community to replace existing improvements with more intensive forms of residential housing. In addition, the basic form of future infill development is not likely to be the same as precedent forms of housing developed in La Habra during the past 15 years, as indicated on Figure 2.2-17 (New Home Development Mix—Selected Sub-Market Locations).



Note: Mix describes single-family / multi-family ratio of building permits issued last 15 years.
SFD - Single Family Detached denotes building permits issued for Single Unit Structure Construction.
MFA - Multi-Family Attached denotes bldg permits issued for 2, 3 to 4, and 5+ Unit Attached Structure Construction.
Source: U.S. Census - Manufacturing and Construction Division; AGA

Figure 2.2-17 New Home Development Mix—Selected Sub-Market Locations

New home development on infill properties within La Habra is likely to be dominated by a variety of multi-family attached housing products (e.g., apartments, condominiums, and townhomes). In addition, unique opportunities can be anticipated for mixed-use buildings that integrate housing with retail or office uses on parcels sufficiently large to warrant the added cost of engineered parking. The economic reality of urban infill housing dictates a mid-to-high density form of development.

Historically, 8,400 new home building permits have been issued every year on average throughout Orange County during the past 15 years. In reality, peak periods of building activity between 1999 and 2004 have driven up the long-term average for La Habra and the seven-city submarket area. Actual year-to-year activity has been lower as the indexed trend of building permit activity illustrates on Figure 2.2-18 (Indexed Volume of Residential Permit Activity).

Over the past decade, relatively few residential construction permits have been issued throughout the seven-city area. The cities of La Habra Heights, Whittier, and La Mirada have only accounted for 0.6 percent of residential building permits issued throughout Los Angeles County but represent 1.4 percent of the county population. The cities of La Habra, Brea, Fullerton, and Buena Park have accounted for 7.2 percent of permits issued throughout Orange County but represent 10.3 percent of the county population. In effect, the housing sub-market area where La Habra competes most directly has been capturing a disproportionately low share of regional housing growth. Trends describing the volume of new home permits issued within the seven-city area and each respective community are illustrated on Figure 2.2-19 ([New Home Construction Permits [SFD/MFA Units]).

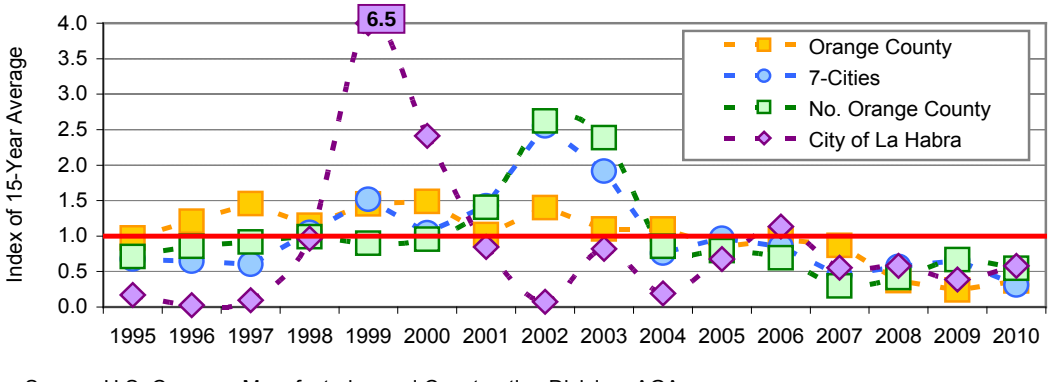
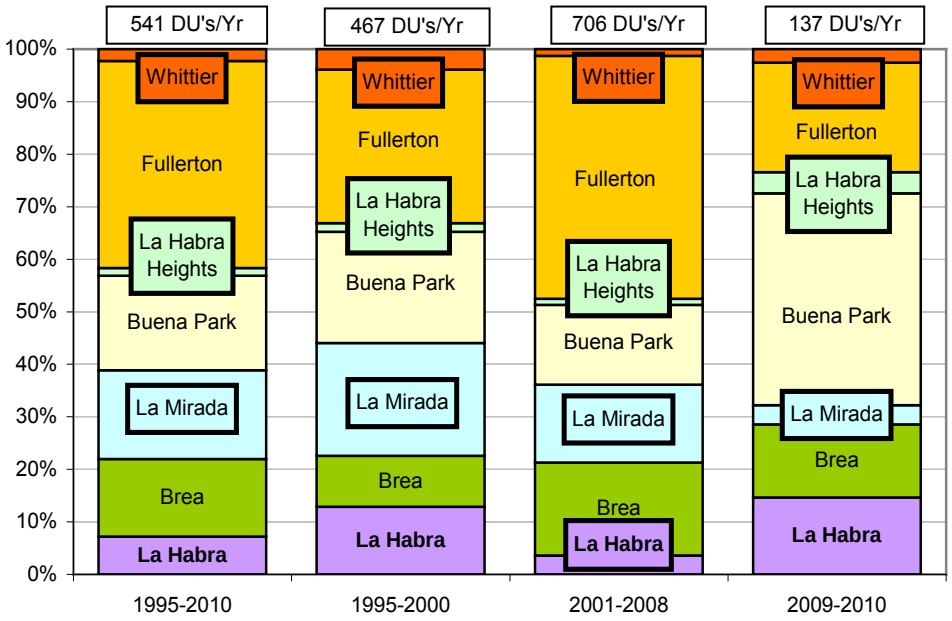


Figure 2.2-18 Indexed Volume of Residential Permit Activity

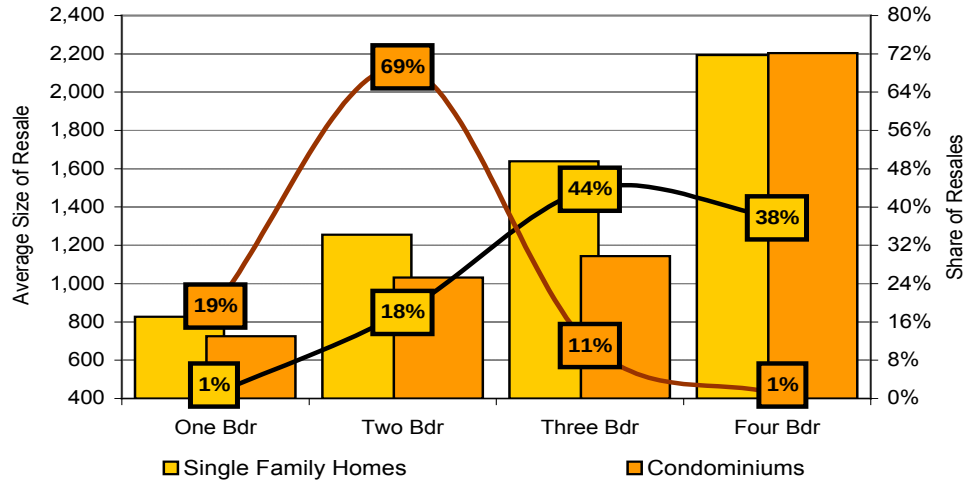


Source: U.S. Census - Manufacturing and Construction Division; AGA

Figure 2.2-19 New Home Construction Permits (SFD/MFA Units)

The latest 2-year period of housing construction activity reflects the impact of the housing market collapse and ensuing economic recession. From 2001 to 2008, a period of rapid housing development throughout the greater Southern California region, the volume of permit activity within the seven-city area (706 units per year) was 30.0 percent above its historical average. Even during this 7-year period of historically strong homebuilding activity, the total volume of permits issued throughout the seven-city area rarely exceeded 10.0 percent of corresponding volume describing Orange County. From a competitive standpoint, the seven-city submarket area has limited ability to capture more than 10.0 percent of total housing development activity describing the broader Orange County area, and La Habra has generally accounted for no more than 10.0 percent of the seven-City total, or roughly 40 new home building permits per year.

A fundamental part of the housing appeal within La Habra and other North Orange County communities is the family-oriented-lifestyle environment that is offered. The strong family orientation is evidenced by the high proportion of single-family detached building permits (95.0 percent) issued over the past 15 years (refer to Figure 2.2-17 [New Home Development Mix—Selected Sub-Market Locations]). For significant infill development to occur, the physical form of housing will need to change, but the fundamental appeal of La Habra as a family-oriented submarket will need to be preserved. To effectively compete for future population growth, the functional design (bedroom count) of future housing needs to remain responsive to the fundamental appeal of the La Habra submarket, while the physical form adapts to the spatial realities of infill housing. Housing characteristics reflecting the functional design and market appeal of resale housing in the La Habra area during the past 5 years are depicted on Figure 2.2-20 (City of La Habra—Average Size and Share of Home Resales—2006-2010).



Source: FARES, Inc.; AGA

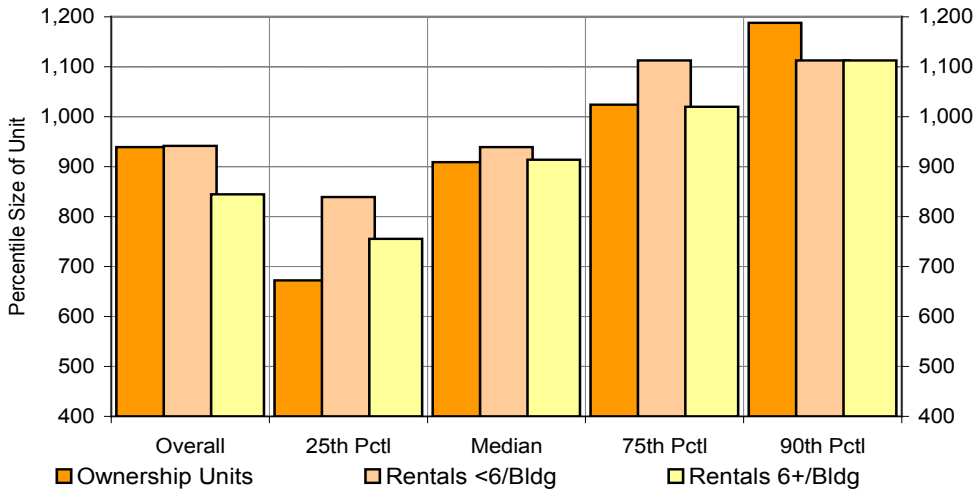
Figure 2.2-20 City of La Habra—Average Size and Share of Home Resales—2006-2010

As shown, over 80.0 percent of single-family detached resale activity in the La Habra area involves three-bedroom and four-bedroom dwellings generally ranging in size from 1,600 to 2,200 square feet (sf). By comparison, 80.0 percent of condominium resale activity involves two-bedroom and three-bedroom dwellings ranging in size from 1,000 to 1,200 sf. Future infill housing is likely to require a blending of these two demand trends to uphold the family lifestyle appeal that largely describes the La Habra submarket environment.

La Habra also has fundamental appeal as a housing location for both ownership and rental living. Figure 2.2-21 (City of La Habra—Unit Size Distribution of Multi-Family Dwellings) describes the current unit size-range distribution for ownership and rental forms of attached housing in La Habra.

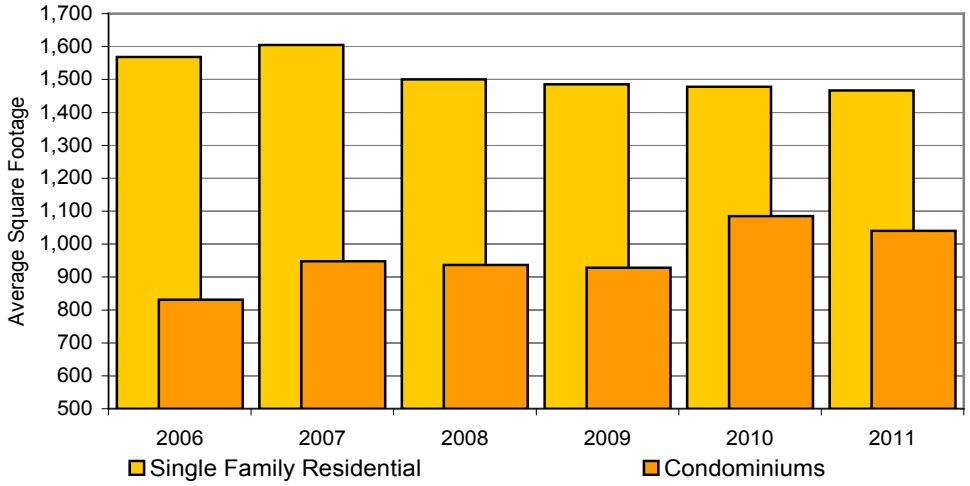
The current median size of all multi-family housing (about 920 sf) is smaller than the 1,000 to 1,200 sf size range reflecting the broadest appeal for homebuyers. In order for future infill housing to have marketable appeal to owner and renter families (as distinct from households without children), unit design will need to emphasize multi-bedroom floor plans at or above the 75th percentile range of current unit sizes. A moderate increase in the size of attached multi-family dwellings is already evident from overall market trends distinguishing the size of single-family detached and multi-family attached resale

activity during the past 5 years, as shown on Figure 2.2-22 (City of La Habra—Average Unit Size by Structure Type and Year of Resale). If infill housing becomes a predominant form of new home development within La Habra, further convergence of unit sizing that distinguishes single-family detached and attached units with same number of bedrooms can be expected.



Source: FARES, Inc.; Metroscan; AGA

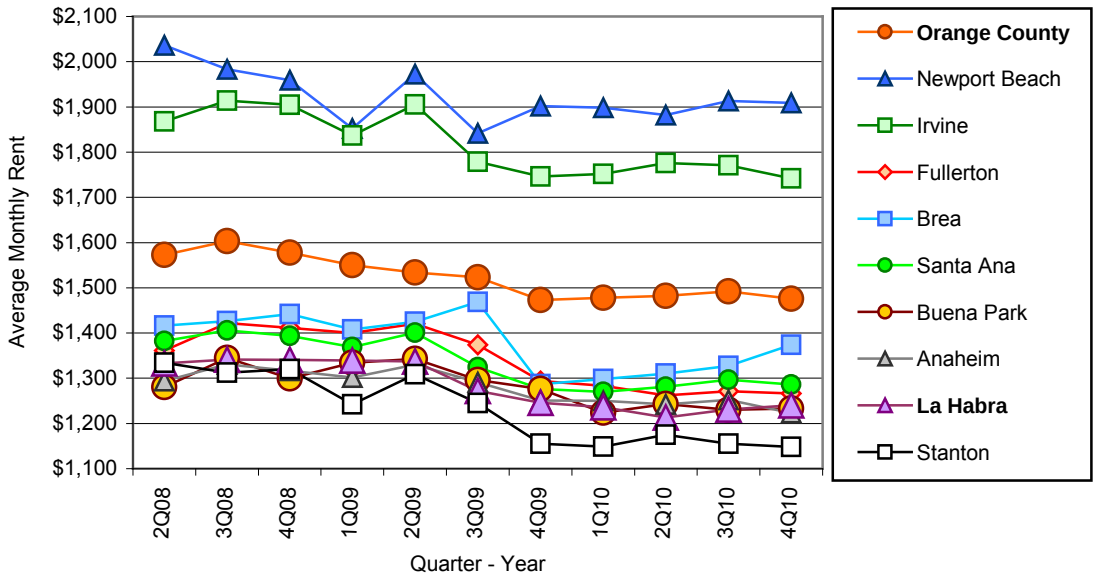
Figure 2.2-21 City of La Habra—Unit Size Distribution of Multi-Family Dwellings



Source: FARES, Inc.; AGA

Figure 2.2-22 City of La Habra—Average Unit Size by Structure Type and Year of Resale

Average monthly rents describing the competitive market position of La Habra and other communities within the seven-city area and Orange County are illustrated on Figure 2.2-23 (Rental Rates for La Habra and Selected City Locations).

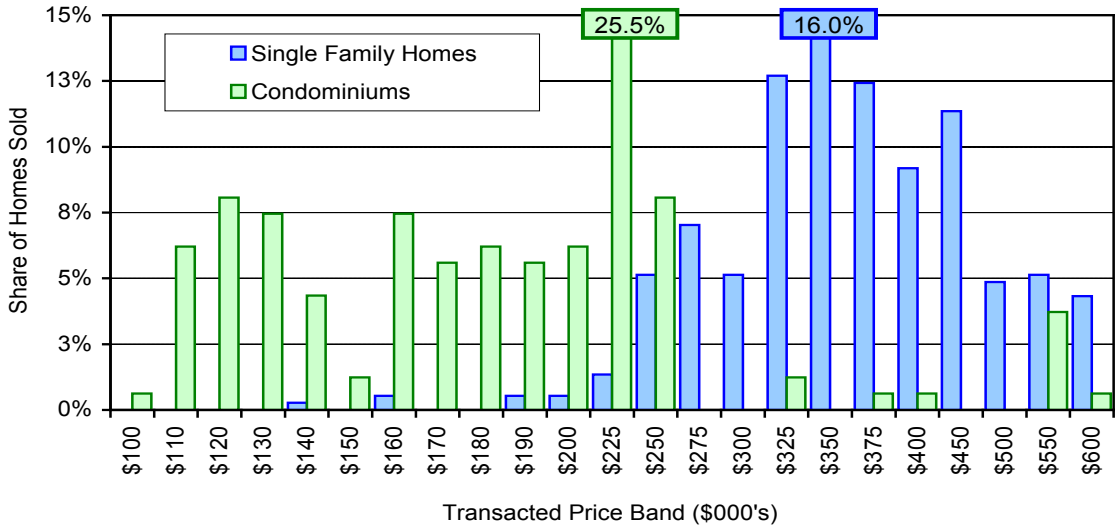


Source: RealFacts, Orange County Register, and AGA

Figure 2.2-23 Rental Rates for La Habra and Selected City Locations

The rental housing stock in La Habra and throughout the seven-city area is quite old and largely competes as a value-priced alternative (priced at a competitive discount) within the Orange County region. While rents commanded within individual projects can vary significantly, the average rental rate for each community reflects its general market appeal as an alternate location for rental living. Achieving a rent premium that substantially exceeds the average rent commanded within a local area represents a challenge for new rental housing development. New rental housing within the seven-city area, however, can be expected to command rents that are higher than the average describing each local community because of the added attraction of modern designs and amenities not readily available with the existing stock of rental housing. In addition, rigid controls on homebuyer qualifications and expected mid-term increases in lending rates can also be expected to drive support for increased rent within new rental housing projects that more closely reflects the average rent for Orange County as a whole.

The distribution of 2010 resale activity involving single-family detached and attached condominium units in La Habra is illustrated on Figure 2.2-24 (City of La Habra—2010 Resale Price Distribution by Home Product Type). Due to the housing market collapse, the value of housing at all price points and in all locations throughout Southern California has significantly declined since 2008. Identified sales values in 2010 reflect bottom or near-bottom pricing for the type and size of dwellings sold within the La Habra area during the past 5 years. In 2010, roughly 40.0 percent of all condominiums were sold at prices ranging from $200,000 to $250,000. By comparison, roughly 40.0 percent of single-family detached homes were sold at prices ranging from $325,000 to $375,000. A rapid appreciation in home value, as previously experienced between 2001 and 2008, cannot be realistically expected over the near- to mid-term future. Slow jobs recovery and associated unemployment combined with stringent underwriting of mortgage lending activity strongly suggests future appreciation of home values over the next three to 5 years will be closely tied to widespread gains in employment and worker earnings.



Source: First American Real Estate Solutions and AGA

Figure 2.2-24 City of La Habra—2010 Resale Price Distribution by Home Product Type

RETAIL

Retail is regarded as a population-serving form of land use. Retail land use exists to satisfy consumer demand for products and services. In this regard, retail serves consumer demand originating in the surrounding area. The old adage "rooftops drive retail" underscores the inter-connectedness of retail land use and the resident population it is developed to serve. All consumers make some of their retail purchases (e.g., food, clothing, and sundries) while on vacation or while at work, but the bulk of retail purchase activity reflects home-based consumer trips. It is for this reason the surrounding area resident population largely defines sales support that can be expected for local retailers.

Throughout the state of California, every city receives a one-cent share of all tax charged on sales transacted at businesses within the community. In 2009, City residents approved Measure T, which increased the amount of sales tax collected by La Habra-based establishments by an additional one-half cent for a period of 20 years. On a combined basis, the basic one-cent share and Measure T one-half cent share of sales tax accounts for 36.0 percent of discretionary revenue supporting the General Fund budget. Because the vast majority of taxable sales activity is transacted within retail establishments, retail land use represents a critical conduit of fiscal funding (vis-à-vis sales tax revenue) for public services (e.g., police protection and recreation services) provided through the City's General Fund budget, as indicated on Figure 2.2-25 (City of La Habra—General Fund Revenue Sources).

Retail land use generates other forms of fiscal revenue for the General Fund such as property taxes, franchise fees, and business license fees. However, its sales tax contribution to the City that is valued because it offers an inherent hedge against inflation and is determined by the performance of local retailers.

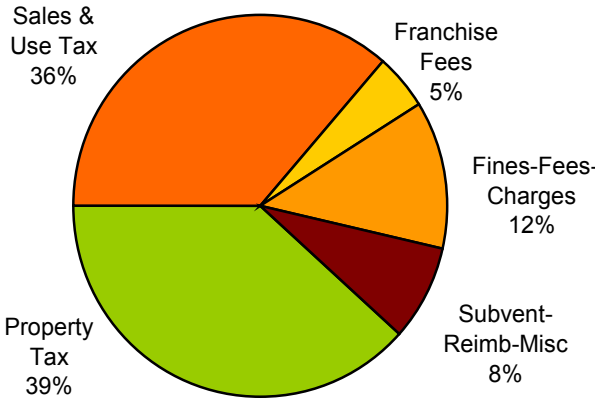


Figure 2.2-25 City of La Habra—General Fund Revenue Sources

Retail sales performance is largely influenced by the size of the consumer population served. The resident population of La Habra has been increasing at a modest pace for at least 20 years, but overall taxable retail sales for the City as a whole has increased at a substantially faster pace, particularly since 1999, as shown on Figure 2.2-26 (City of La Habra Taxable Retail Sales Trends). As shown, La Habra retail sales have not been immune to broader economic cycles or local competitive challenges. Between 1990 and 1999, taxable retail sales declined and stagnated from the combined impact of the 1990-93 recession and dwindling competitiveness of several-retail properties, including the La Habra Fashion Square. By 1999, however, many vacated properties along Imperial Highway were finally being redeveloped into competitive retail centers, including the La Habra Marketplace on the former La Habra Fashion Square site and the La Habra Westridge Plaza on the former Chevron Research Center property. The City has long sought to attract strong competitive retail operations to the community with notable success, more recently including Target on the former Kmart site and Costco on the former Ralphs Shopping Center site. Much of the rapid rise in taxable retail sales since 1999 can be attributed to the increased competitive strength of several well-anchored retail centers concentrated in the southwest section of La Habra along Imperial Highway and Beach Boulevard.

The recent decline in taxable retail sales is not limited to La Habra and reflects widespread declines in consumer spending due to a variety of recession-related factors (e.g., diminished homeowner equity, rising consumer debt, equity and consumer credit restrictions, job losses, pay reductions, and weakened consumer confidence). The recession-driven decline in spending has actually brought the rate of consumption as a share of disposable income in line with long-term consumer spending behavior, as indicated by personal consumption trends for the U.S. economy described on Figure 2.2-27 (U.S. Personal Consumption-Savings as Share of per Capita Disposable Income).

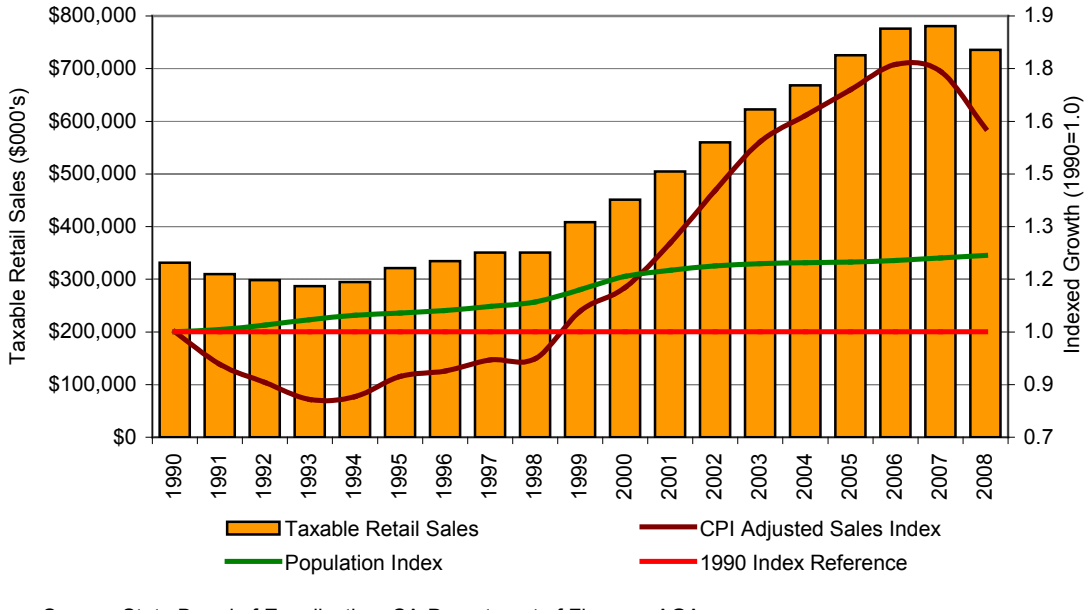
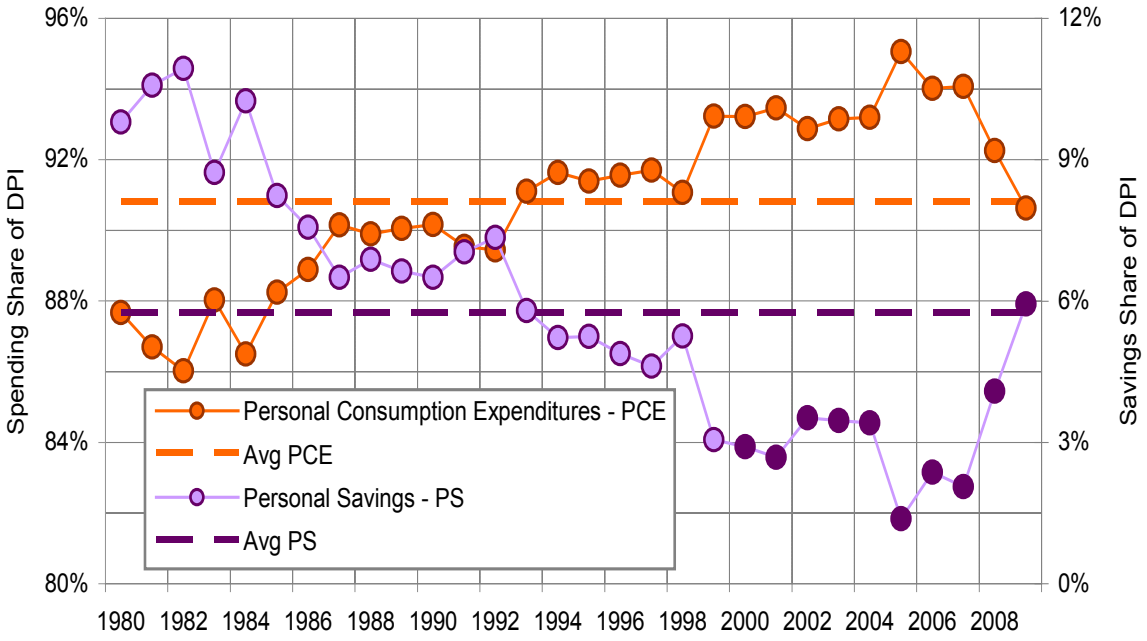


Figure 2.2-26 City of La Habra Taxable Retail Sales Trends



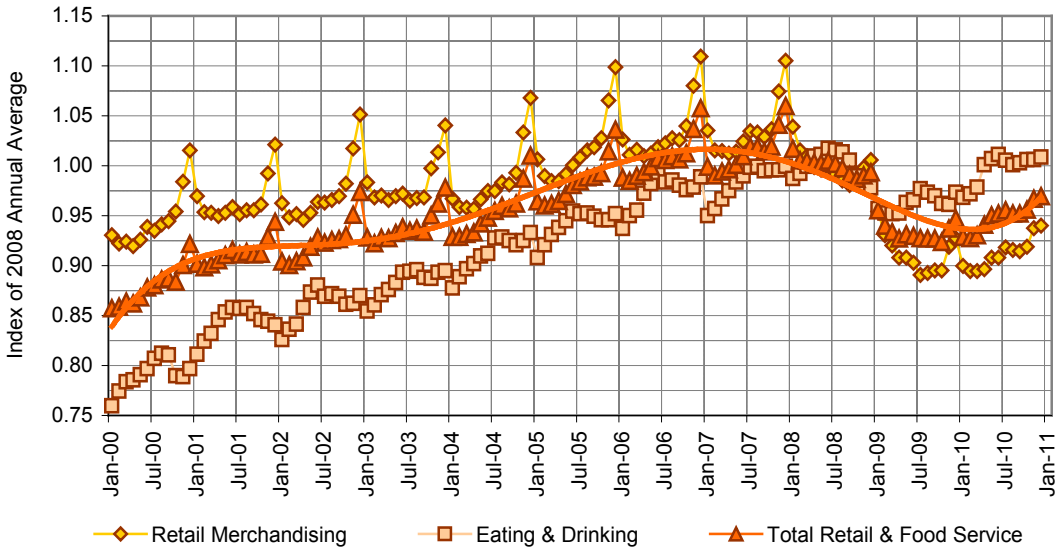
Note: DPI - Disposable Personal Income is the after-tax income available for spending and savings.

Source: Bureau of Economic Analysis - NIPA; AGA

Figure 2.2-27 U.S. Personal Consumption-Savings as Share of per Capita Disposable Income

Since 2000, U.S. consumer spending has reflected a historically high share of per capita disposable income compared to long-term consumer spending behavior. Over the foreseeable future, the rate of consumer spending as a share of disposable income is expected to adhere more closely to long-term behavior rather than the heightened level of spending evident between 2000 and 2008. Within the La Habra area, future growth in retail support potential will be strongly influenced by growth in the number of area consumers, regional employment recovery, and increased worker earnings.

Taxable sales receipts provide a very effective measure of consumer health and retail spending trends. Unfortunately, systematic reporting of sales tax data is a trailing indicator, often describing market conditions for the preceding 2 years. For this reason, retail employment must be relied upon to provide a more timely assessment of retail market conditions. Retail merchandising and food service are the two employment sectors most closely associated with taxable retail activity. Figure 2.2-28 (Indexed Employment Trend for Orange County Retail Activities) identifies indexed employment trends for retail merchandising and food service jobs throughout Orange County. Indexed trends describing these retail-related employment sectors are illustrated separately (gold and brown plots) and on a combined basis (orange plot with a smoothed trend line) as shown below.



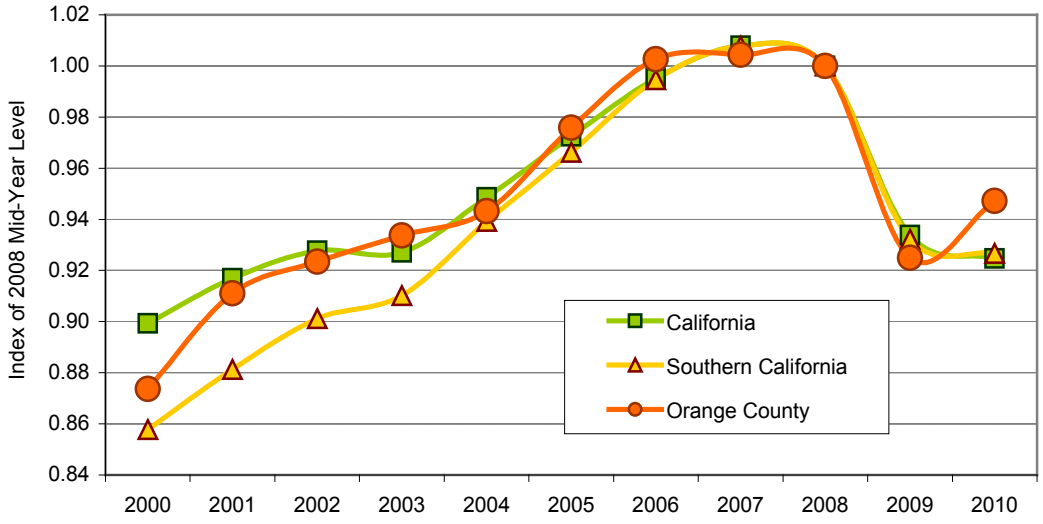
Source: Employment Development Department; AGA

Figure 2.2-28 Indexed Employment Trend for Orange County Retail Activities

Retail merchandising and food service employment in Orange County generally reflects broader economic cycles describing overall employment (refer to Figure 2.2-9 [Payroll Employment and Unemployment Trends]). After peaking in 2006 and 2007, retail employment plummeted to 2003 levels, but has been steadily recovering in 2010. Retail employment trends show that the strength of retail merchandising fell much more significantly during the recession than dining and food service. The tourism and employment-rich economic environment of Orange County supports a significantly higher level of per capita spending in restaurants (about 23.0 percent higher) than is true for many economic regions of California. Related trends also indicate food away from home (quick-serve, limited service, and full service dining) is a larger part of resident households spending in Orange County than in many

non-coastal areas of California. These factors have contributed to the relatively steady indexed growth in food service employment.

The retail employment recovery has been more robust in Orange County than is true for the state of California or all of Southern California, as indicated on Figure 2.2-29 (Indexed Retail Employment Trends for Selected Regions).

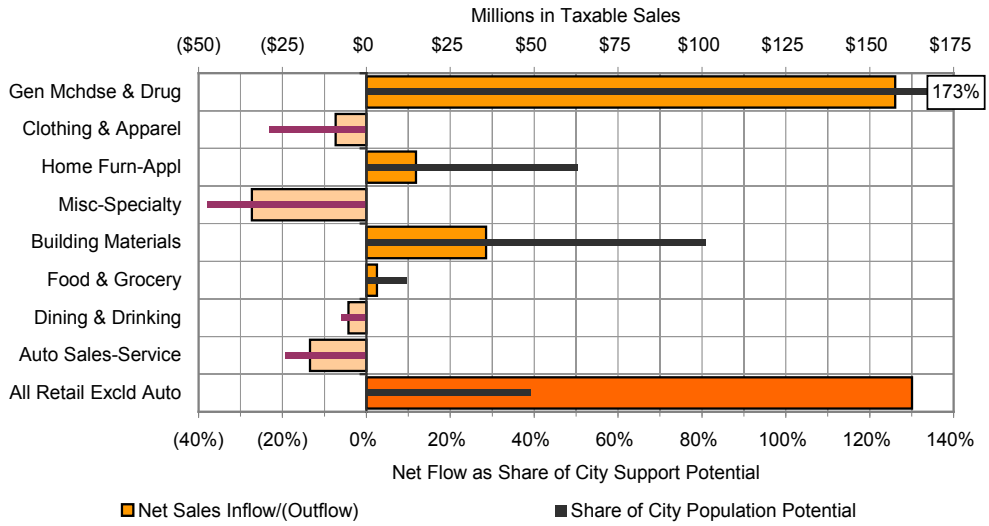


Note: Retail employment includes payroll employment within the retail trade and food service industries.

Source: California Employment Development Department - Monthly Release Data; AGA

Figure 2.2-29 Indexed Retail Employment Trends for Selected Regions

It is important to recognize retail employment reflects a business response to consumer demand, and the employment gains realized in 2010 suggest Orange County consumers are faring better than consumers in other economic regions of Southern California. The relative retail strength of Orange County is also evident among La Habra retailers, as the inflow/outflow analysis of Figure 2.2-30 (City of La Habra—2008 Taxable Retail Sales Flow) indicates.



Note: Net flow based on City population and per capita expenditiure potential for Southern California.

Source: State Board of Equalization; CA-Department of Finance; AGA

Figure 2.2-30 City of La Habra—2008 Taxable Retail Sales Flow

The relative strength of La Habra's retail sector can be measured by comparing actual reported taxable sales against a hypothetical balance point describing sales that should be realized based on the resident population of the community. The difference is identified as a "net inflow" or "net outflow" of retail support potential as identified above. Retail store groups that generate a level of sales that is higher than the City population would suggest a "net inflow" of retail sales and an indication that La Habra–based retailers are able to attract support from consumers residing in adjoining communities. Conversely, a level of sales that is lower than suggested by the City's population constitutes a "net outflow" of support potential, meaning La Habra-based retailers are failing to attract a level of consumer support commensurate with the resident population of the community. As shown, four of the eight major store groups that comprise La Habra's retail sector (general merchandise and drug, home furnishings and appliances, food and grocery, and building materials) are attracting sales at a level that constitutes a net inflow of consumer support from outside the community. By comparison, four major store groups (clothing and accessories, specialty merchandise, eating and drinking, and auto retail and service including auto dealerships and gas stations) are not attracting the level of sales support that could be realized based on the City's population. On a combined basis, however, total taxable sales describing La Habra's retail sector in 2008 (excluding auto and fuel) represented a net inflow of $163 million in taxable sales support from consumers residing outside the community. The net inflow exceeded the hypothetical balance point for the community by about 40.0 percent.

The relative strength of La Habra's retail sector is illustrated on Figure 2.2-31 (2008 Equivalent per Capita Sales—City of La Habra vs. Southern California) in relation to a benchmark level of retail performance describing all of Southern California.

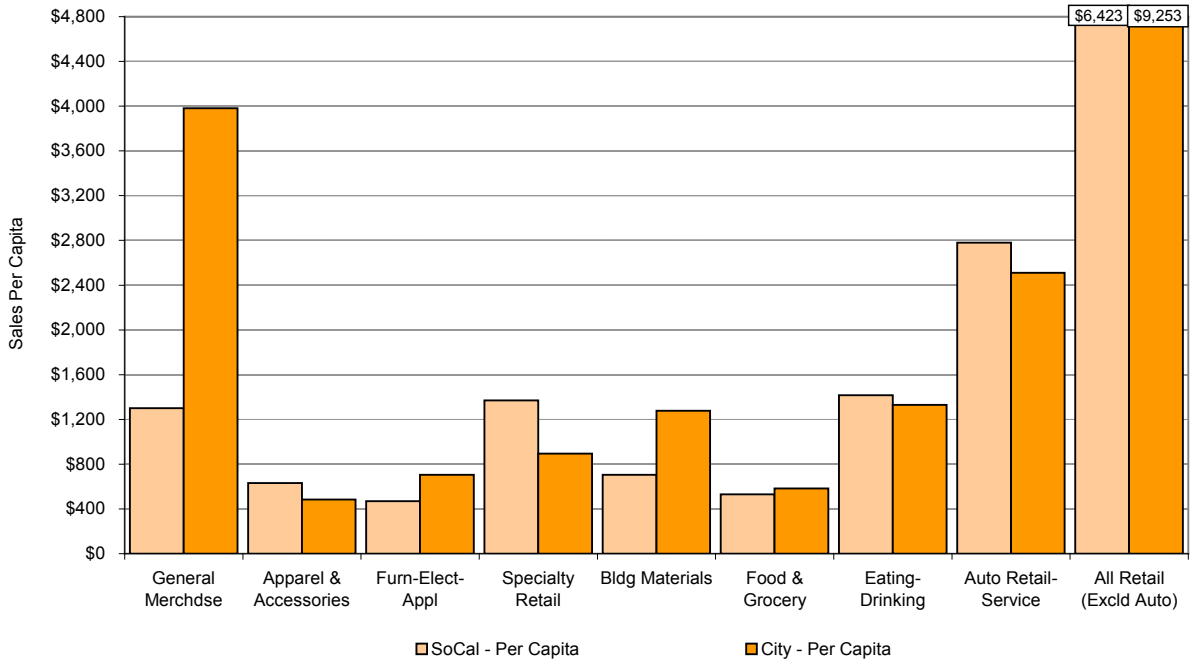


Figure 2.2-31 2008 Equivalent per Capita Sales—City of La Habra vs. Southern California

In overall terms, La Habra's retail sector is surprisingly strong with effective per capita sales ($9,253 per capita, excluding auto and fuel purchases) substantially higher than the normative benchmark describing all of Southern California ($6,423 per capita). The per capita sales level for six of the eight store group categories shown above is substantially higher, or within 10.0 percent of the corresponding per capita benchmark for Southern California. The weakest performing store groups in La Habra include apparel and accessories and specialty merchandise.

The incidence of retail representation can offer further insight about the relative strength or weakness of a particular store group or overall retail sector of the community. A community may be impacted by an outflow of support potential simply because there are not enough retail options available to resident consumers. By the same token, a community may not have a shortage of storefronts but still suffer an outflow of support potential due to a proliferation of weak merchandisers. Conversely, one or more very strong merchandisers can account for the vast majority of sales activity within the community. Figure 2.2-32 (2008 Retail Establishments per 1,000 Population—City of La Habra vs. Southern California) provides a comparison of retail representation within La Habra and throughout Southern California with respect to the incidence of retail establishment permits per 1,000 population.

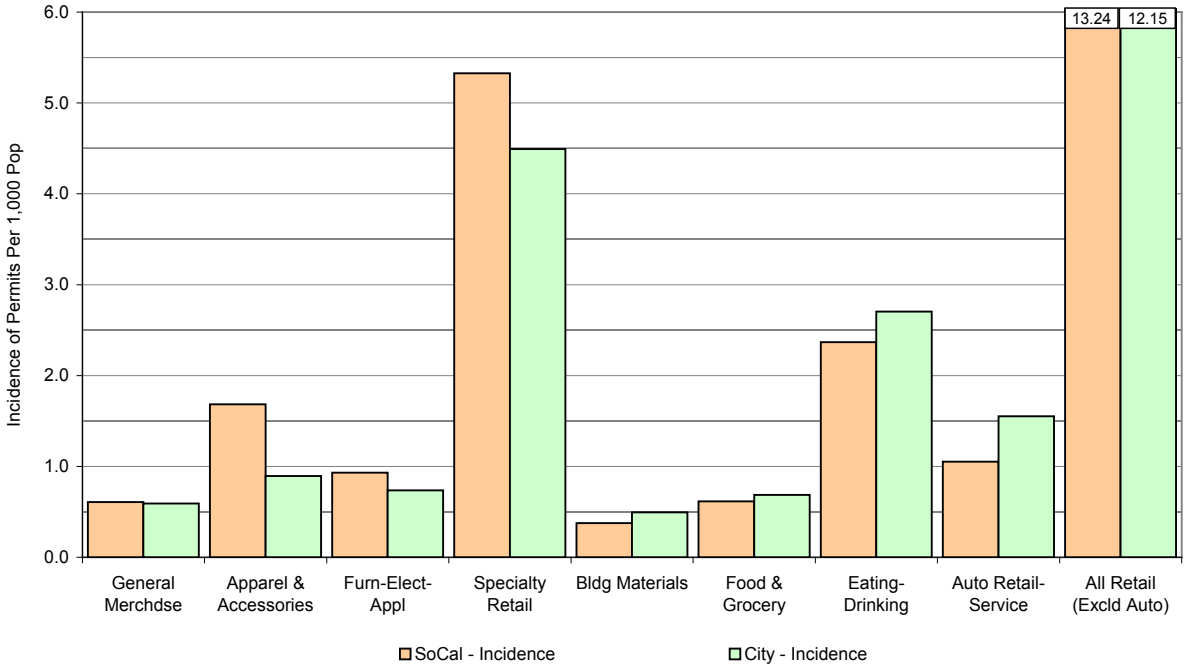
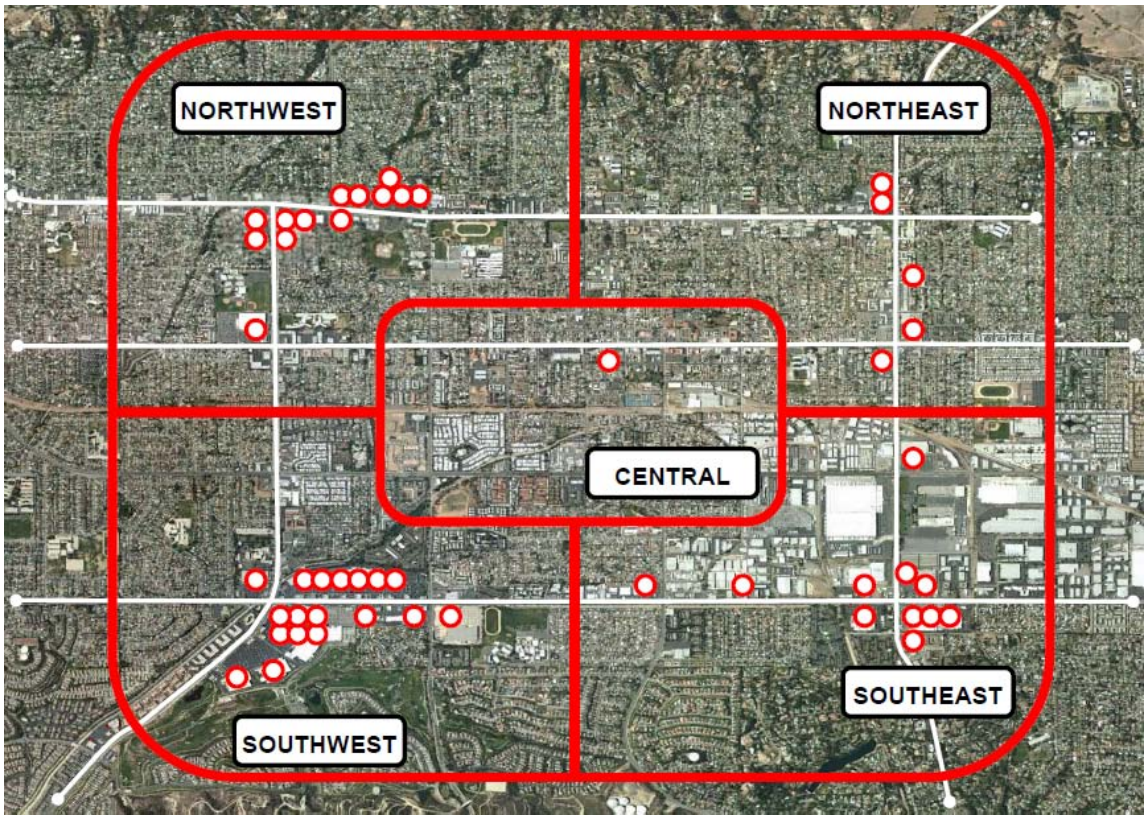


Figure 2.2-32 2008 Retail Establishments per 1,000 Population—City of La Habra vs. Southern California

The overall strength and performance of La Habra's retail sector is not due to a proliferation of retailers. As shown, the incidence of retail representation within La Habra (12.15 permits per 1,000 population) is actually lower than is true for Southern California (13.24 permits per 1,000 population). The representation index describing the general merchandising and drug store group (index = 0.98) and the furniture and appliance store group (index = 0.79) are also below the norm for Southern California, yet per capita sales performance is exceptionally high (refer to Figure 2.2-32 [2008 Retail Establishments per 1,000 Population—City of La Habra vs. Southern California]), which can be attributed to several strong merchandisers within these two store group categories (e.g., Costco, Wal-Mart, Target, and Howard's). A lack of effective merchandisers is a likely factor contributing to weak per capita sales performance (refer to Figure 2.2-32 [2008 Retail Establishments per 1,000 Population—City of La Habra vs. Southern California]) for the clothing and accessories and specialty merchandise store groups.

Much of the strength of La Habra's retail sector can be attributed to a strategic collection of volume-oriented discount merchandisers within the southwest section of the community. Six of the ten largest employers within the City of La Habra are big-box retail operations generally occupying a minimum of 50,000 sf of building space (refer to Table 2.2-1 [Principal Employers—2010—City of La Habra]). In addition, five of these six largest retail employers are located in the southwest sector of La Habra along Imperial Highway or Beach Boulevard, two arterial highways providing quick and convenient access for consumers residing in surrounding communities. Volume-oriented merchandising is dependent on the ability to compete within a community-oriented trade area that stretches beyond the City and into adjoining communities. A trade area describes the geographic boundary from which the bulk of consumer sales support originates.

While high-volume merchandisers are important to the health of La Habra's retail sector, they do not define the full scope of products and services needed to serve local demand from consumers. Businesses with a localized retail focus (e.g., grocery stores, drug stores, hardware stores, and casual dining) are also needed to serve daily consumption needs and other retail needs in a convenient manner. All things equal, consumers favor convenience when seeking a given product or service. Based on the geographic distribution of several existing retail centers and anchor-scale retail stores (stores generally exceeding 10,000 sf), as illustrated on Figure 2.2-33 (La Habra—Local Trade Area Settings) with circles, La Habra can be divided into five local serving trade area settings that not only include the City of La Habra but also extend into adjacent communities.



NOTE: Circles represent existing retail centers and anchor-scale retail stores, generally exceeding 10,000 sf.

Figure 2.2-33 La Habra—Local Trade Area Settings

The five local trade areas identified are not intended to define mutually exclusive areas where retailers compete for an isolated pool of support. Instead, the local trade areas provide a useful gauge of the consumer population that can be most conveniently served from a retail business at a City site within a given local trade area. Selected characteristics describing the population of each local trade area are identified in Table 2.2-2 (Selected Consumer Characteristics—City of La Habra and Local Trade Areas). Corresponding characteristics for the City as a whole are also identified as a comparative reference for each local trade area identified.

Table 2.2-2 Selected Consumer Characteristics—City of La Habra and Local Trade Areas						
2010 Estimated Consumer Characteristics	*City of La Habra*	*Local Trade Areas*[a]				
		Northwest	*Northeast*	*Central*	*Southwest*	*Southeast*
Population						
Residents	60,239	25,003	31,683	11,868	36,609	24,584
Households	18,977	8,498	9,963	3,145	12,881	8,409
Families	14,310	6,391	8,026	2,443	9,548	6,266
Average Household Size	3.16	2.89	3.14	3.77	2.84	2.86
Average Family Size	3.58	3.34	3.49	4.23	3.33	3.31
Families % of Households	75%	75%	81%	77%	74%	75%
Age Characteristics						
Age 0–9	14.2%	13.4%	16.2%	17.0%	12.6%	13.2%
Age 10–19	15.5%	13.9%	14.7%	18.1%	12.7%	12.9%
Age 20–34	22.1%	18.2%	19.4%	24.4%	20.7%	18.0%
Age 35–54	27.8%	28.3%	26.6%	24.7%	28.9%	26.2%
Age 55–64	9.5%	11.4%	9.2%	7.3%	11.7%	11.9%
Age 65–74	5.4%	6.2%	5.7%	4.6%	7.2%	7.7%
Age 75+	5.5%	8.7%	8.2%	3.9%	6.2%	10.2%
Median Age	33.6	35.0	34.8	28.1	35.1	31.7
Educational Attainment						
Population 25+	37,824	16,644	21,364	6,622	24,750	16,659
No High School Diploma	21.6%	10.7%	11.3%	40.1%	9.7%	12.3%
High School Diploma	26.2%	27.1%	21.4%	28.7%	24.2%	18.7%
Some College	29.5%	32.0%	27.7%	23.3%	29.8%	27.6%
College/Prof Degree	22.7%	30.1%	39.6%	7.9%	36.3%	41.3%
Racial-Ethnic Identity						
White	58.3%	71.0%	56.2%	64.3%	52.4%	66.1%
Black/African American	1.7%	1.2%	1.3%	1.5%	1.5%	1.4%
Asian or Pacific Islander	9.6%	5.5%	24.8%	4.6%	29.1%	12.3%
Some Other Race	26.2%	17.5%	13.8%	24.8%	13.4%	15.9%
Two or More Races	4.2%	4.7%	4.0%	4.8%	3.6%	4.3%
Hispanic Identity	56.0%	42.5%	30.2%	79.7%	32.6%	33.3%

Table 2.2-2 Selected Consumer Characteristics—City of La Habra and Local Trade Areas						
2010 Estimated Consumer Characteristics	*City of La Habra*	*Local Trade Areas[a]*				
		Northwest	*Northeast*	*Central*	*Southwest*	*Southeast*
Worker Occupation						
White Collar	60.8%	68.3%	73.2%	43.6%	73.7%	71.5%
Services	18.7%	14.6%	13.0%	27.1%	13.1%	14.2%
Blue Collar	20.5%	17.1%	13.8%	29.3%	13.2%	14.3%
Workers per Household	1.37	1.28	1.37	1.36	1.34	1.24

SOURCE: Census 2010, ESRI—Business Analyst Online, and AGA.

a. The five local trade areas include the City of La Habra city limits and also extend into adjacent communities (refer to Figure 2.2-33 [La Habra—Local Trade Area Settings]); therefore, the local trade area totals do not sum to the City of La Habra's total.

= More than 1.2 times the City Average

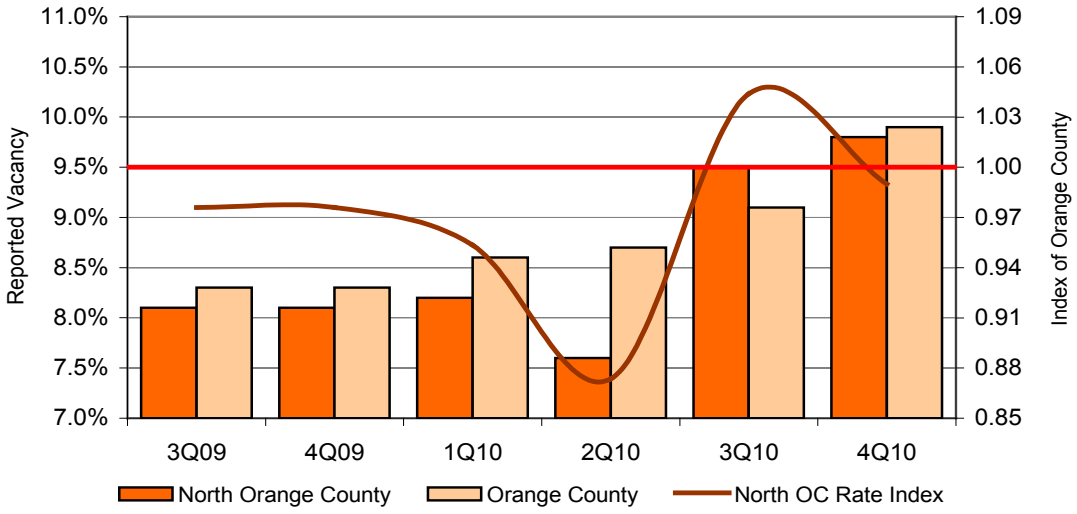
= Less than 0.8 times the City Average

As previously indicated, the Southwest section of La Habra is dominated by several volume-oriented merchandisers that compete in a trade area setting that exceeds the population base of all four local trade areas combined. Even within the Southwest section of La Habra, however, consumer demand exists for retailers that are focused on serving the nearly 37,000 residents of the local trade area. The Central trade area hosts the fewest resident consumers, simply because it has the smallest geographic area that can be conveniently served without forcing consumers to travel past other purchase options in an adjacent local trade area. In terms of household size, family orientation, and workers per household, all five local trade areas are relatively similar to each other and the City of La Habra overall. The five local trade areas are most distinguished from one another and the City overall in terms of educational attainment, racial-ethnic identity, and worker occupation.

From a planning perspective, retail is a population-serving land use widely dispersed throughout a given market region to best serve varying forms of consumer demand (e.g., daily, periodic, infrequent, staple products, and luxury items). The value of retail land use largely reflects the income stream it is able to provide property owners in the form of scheduled rent. Retail space in a coveted location will command a rate premium because of the operating advantage it affords prospective businesses—visibility, exposure, parking and access, and functional space. Conversely, retail space that lacks the physical attributes desired by prospective retail operators tends to remain vacant and command low lease rates. Competitive lease rates and vacancy characterizing the utilization of retail space also tend to vary by general market location. Figure 2.2-34 (North Orange County Retail Vacancy Trend) identifies retail vacancy trends for Orange County since the middle of 2009 (depth of the recession).

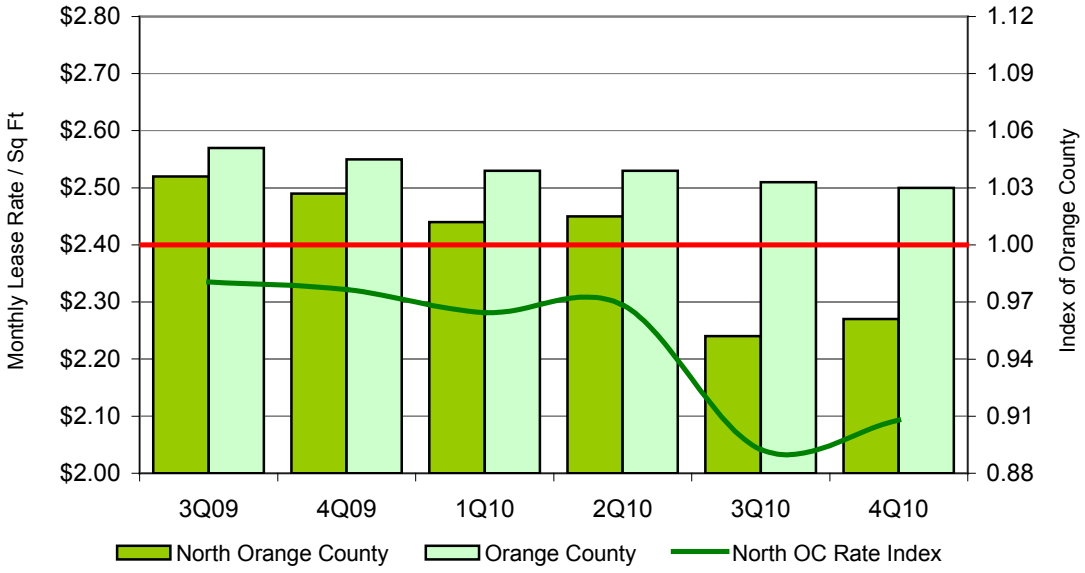
Vacancy rates and lease rates are inversely related. Rising vacancy rates tend to delay lease rate increases and even drive previously climbing rates down because of the relative abundance of space available to prospective tenants. Despite gains in retail-related employment during the 2010 calendar year, the overall retail vacancy rate describing Orange County and North Orange County has been on the rise. Prior to the recession, rapid growth in consumer spending fueled demand for available retail space and generally kept retail vacancy rates below 7.0 percent. Since the recession, reduced consumer spending has resulted in less demand for retail space and a steady increase in retail vacancy rates. While

retail vacancy rates can be expected to subside over time, the short-term increase signals further softening of lease rates, as suggested on Figure 2.2-35 (North Orange County Retail Lease Rate Trend).



Note: Based on 84.9 million square feet of broker represented retail space throughout Orange County and 15.2 million square feet of represented space throughout North Orange County.
Source: CB Richard Ellis; AGA

Figure 2.2-34 North Orange County Retail Vacancy Trend



Note: Based on 84.9 million square feet of broker represented retail space throughout Orange County and 15.2 million square feet of represented space throughout North Orange County.
Source: CB Richard Ellis; AGA

Figure 2.2-35 North Orange County Retail Lease Rate Trend

As shown, the average lease rate describing all of Orange County has been gradually declining over the past 18 months. By comparison, the rate of decline throughout North Orange County has been more sporadic due to fluctuating vacancy. Since peaking in the first quarter of 2008, retail lease rates in North Orange County and throughout all of Orange County have been on the decline, as identified in Table 2.2-3 (Retail Lease Rate Trends—Annual Growth).

Table 2.2-3 Retail Lease Rate Trends—Annual Growth

Reference Period	*North Orange County*	*Orange County*
1999–2008	6.85%	5.77%
2008–2010	-7.30%	-1.92%
1999–2010	3.41%	4.14%

SOURCE: CB Richard Ellis; Alfred Gobar Associates, 2011.

Between 1999 and 2008, North Orange County experienced a relatively rapid increase in lease rates (6.85 percent annually), but also suffered a more rapid decline (-7.3 percent annually) over the past 3 years due to the recession. The Fourth Quarter 2010 lease rate describing North Orange County ($2.25 per square foot triple net—rent paid, not including pro-rata share of property tax and property maintenance charged to tenant) reflects near bottom, if not at bottom, pricing level for new and contemporary retail space in a strong competitive location. Over the near-term to mid-term, market-driven increases in the lease rate commanded for retail space is expected to adhere more closely to the long-term historic increase describing North Orange County (3.4 percent annually).

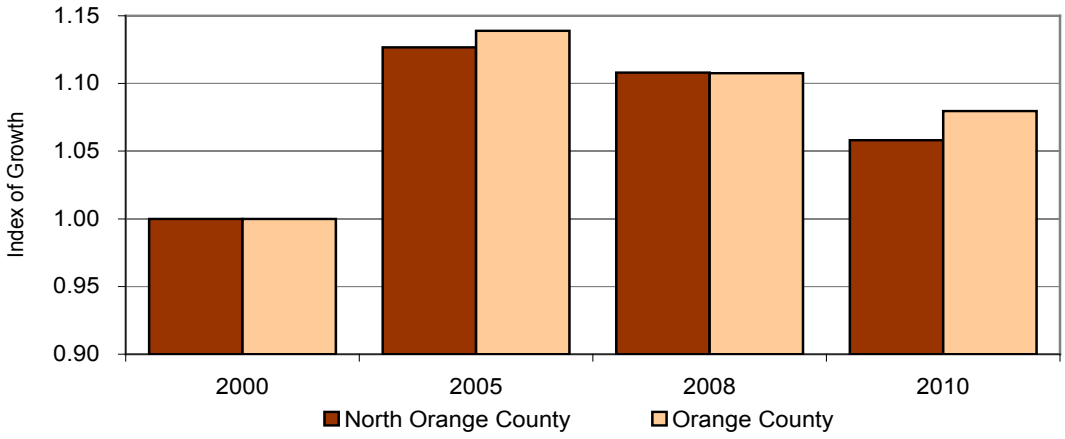
OFFICE AND INDUSTRIAL

Office and industrial reflect employment-generating land uses, meaning the scale of business operations (including number of workers employed) that occupy office and industrial space is determined by the scale of the target market (local, regional, national, or international) being served, not strictly by the size of the surrounding area population. Industry sectors representing the bulk of demand for office and industrial space account for more than 60.0 percent of total non-farm payroll employment in Orange County. An ample supply of office and industrial land use is important for regional economic growth because of the large share of area employment generated by such businesses. Office and industrial land use is also important for localized economic growth because related business operations enable a local community to benefit from direct participation in economic gains of the region while increasing local job opportunities for community residents. As the regional economy grows, important concentrations of office and industrial activity emerge that host a large share of business activity within the region. Within Orange County, some notable concentrations include the Airport Office District south of John Wayne Airport, 91 Freeway Industrial Corridor, and the Irvine Business Corridor. In this regard, every local community must compete within a regional market in order to attract a significant share of business and employment driving demand for office and industrial space. Office and industrial land use share the distinction of representing important forms of employment generation, but otherwise reflect distinctly different forms of land use in terms of the physical form of development and market factors influencing local economic development opportunity.

OFFICE

Office space is always needed in some form to support administrative functions (e.g., clerical, management, marketing, and accounting) conducted in connection with every type of business operation (e.g., retail shops, hospitals, medical centers, schools, churches, and government centers). The amount of office space required by any business may vary in size from a storeroom cubby to a corporate headquarters building. For purpose of this assessment, office land use is evaluated in terms of business activity wholly contained within a dedicated office building (general office space), as distinct from office space that is an ancillary part of a manufacturing plant, school, hospital, or building describing other types of land use.

It is not uncommon for businesses to own the office building used to conduct operations, but the vast majority of office space is leased to reduce capital debt of the business organization. In this regard, general office space represents an income asset of property owners because the space is leased to a variety of business operations in order to generate a rental income stream. Due to the transaction-driven nature of leasing, competitive office space is commonly leased with the help of commercial brokerage firms that also track and report on the volume and value of office space occupied throughout a region and its various sub-markets. The 10-year increase in supply of general office space within dedicated office buildings throughout Orange County is identified on Figure 2.2-36 (Occupied Supply Trends for Brokered Office Space). The bar graph illustrates the indexed trend for office space in Orange County and North Orange County. The aggregate supply of occupied office space throughout Orange County increased from about 82.4 million sf in 2000 to about 86.9 million sf in 2008 before declining by about 12.0 percent to 76.3 million sf by year-end 2010, due to the recession-driven downturn in the economy. The supply of occupied office space followed a similar trend in North Orange County, and the same trend is suggested for brokered office space in La Habra.



Millions of Square Feet Occupied with Broker Representation

Selected Market Area	2000	2005	2008	2010
La Habra	n.a.	n.a.	0.37	0.22
North Orange County	7.20	7.54	7.67	6.81
Orange County	82.37	84.50	86.89	76.29

Source: CB Richard Ellis, Voit Commercial; AGA

Figure 2.2-36 Occupied Supply Trends for Brokered Office Space

Evident from the indicated supply of office space is the minor role of North Orange County and La Habra as destination locations for significant concentration of business activity within dedicated office buildings. The aggregate supply of office space within North Orange County has rarely accounted for more than 9.0 percent of the regional office market over the past 10 years, and brokered space within La Habra has not accounted for more than 5.0 percent of the North Orange County office sub-market.

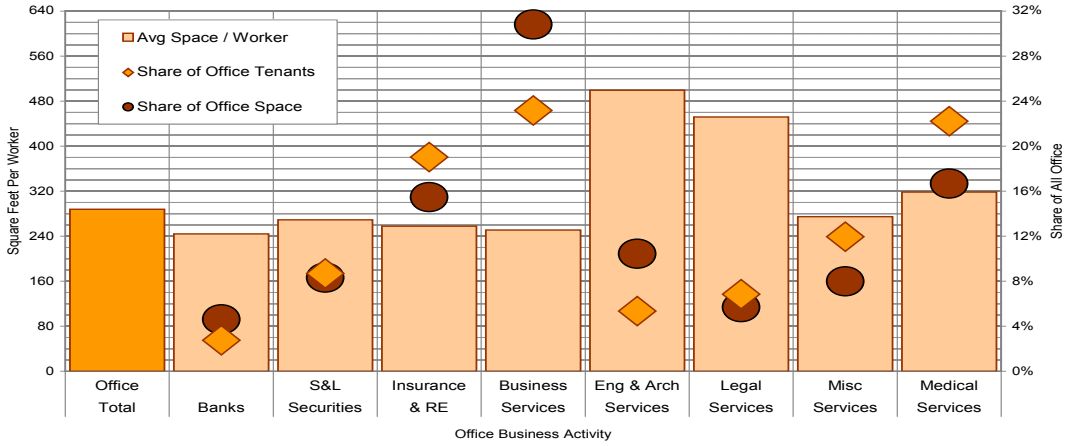
A principal benefit of office land use within a local community is the increase in local job opportunities available to its residents. The density of employment describing various industry sectors within the Orange County economy that demand dedicated office space is illustrated on Figure 2.2-37 (Office Employment Density Assessment by Major Industry Sector—Orange County 2008) based on detailed 2008 employment data by size of establishment (latest available data) and corresponding broker data describing office space throughout the region. Evident is that the amount of occupied floor space per payroll worker varies by industry business activity and within industry. Overall employment density across all business activities is equal to an average of 290 sf per payroll worker, and reflects the high rent structure in many prime locations of Orange County and general trend toward bullpen office layout designs (as distinct from separate offices) that requires less floor space per worker. A lower-range, mid-range, and upper-range employment density reference is also shown to characterize variations in the amount of office floor space that business activities within a given industry may require. It is important to note the indicated range of floor space requirements is not intended to reflect the distribution of businesses occupying office space since the average describing a given industry often falls within the lower range.

Source: Bureau of Census 2008 County Business Patterns; Area Broker Quarterly Market Transaction Reports; AGA

Figure 2.2-37 Office Employment Density Assessment by Major Industry Sector—Orange County 2008

Figure 2.2-38 (Office Space Utilization Assessment by Major Industry Sector—Orange County 2008) offers further insight about the mix of business activities demanding office space within dedicated office

buildings. Shown is the average employment density for distinct industry activities, as well as the share of office tenants and occupied office space utilized.



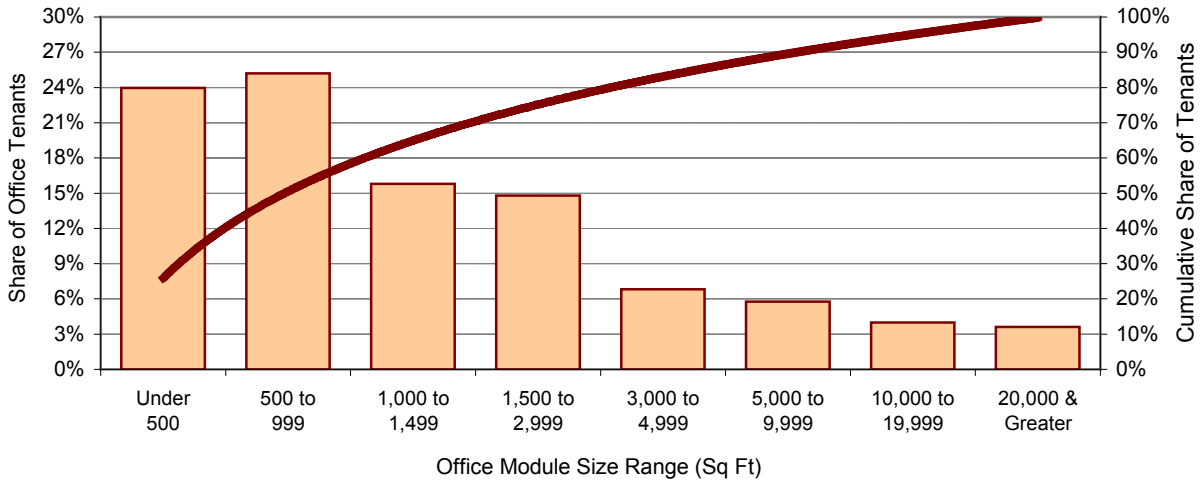
Source: Bureau of Census 2008 County Business Patterns; Area Broker Quarterly Market Transaction Reports; AGA

Figure 2.2-38 Office Space Utilization Assessment by Major Industry Sector—Orange County 2008

As shown above, engineering and architectural services require about 500 sf on average per payroll worker but account for less than 5.0 percent of total business tenants that occupy office space and about 10.0 percent of occupied office space. By comparison, business service activities generally only require about 250 sf per payroll worker but account for 23.0 percent of business tenants occupying office space and over 30.0 percent of occupied office space. Employment density trends provide insight about the amount of local job growth that can be anticipated with economic development efforts to bolster industrial land use in La Habra. In addition, employment density (floor space per worker) does not vary as much across industries that require dedicated office buildings than is true for industrial development, as discussed later.

Relatively small companies with fewer than 10 employees account for more than 80.0 percent of all payroll establishments demanding office space throughout the Orange County region. Similarly, businesses requiring less than 5,000 sf of contiguous building space account for more than 80.0 percent of office tenants utilizing space, as indicated on Figure 2.2-39 (Office Tenant Distribution by Module Size Range). The small size describing the majority of office tenants indicates the need for dedicated office buildings that appeal to a broad cross-section of potential tenants.

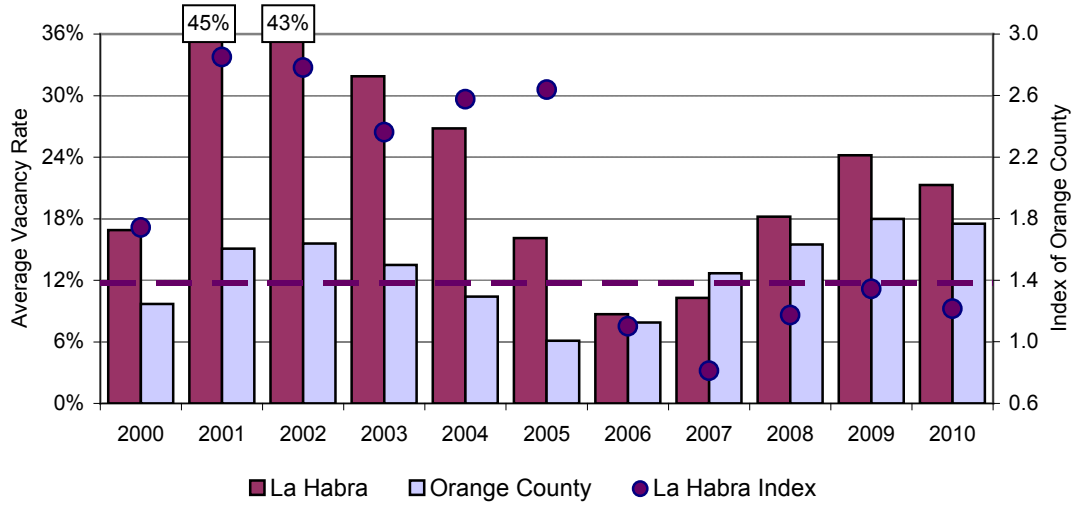
La Habra benefits from convenient surface street access along five major arterials (Imperial Highway, Beach Boulevard, Whittier Boulevard, Harbor Boulevard, and Lambert Road) that link the community with surrounding communities of Orange County and Los Angeles County. Access to the larger region, vis-à-vis a regional freeway corridor, is restricted and requires several miles of travel along one or more of the five major arterial routes that traverse the City. In addition, La Habra is not presently served by commuter rail lines linking the community to workers residing in the greater Los Angeles County, Orange County, and Inland Empire employment markets. Direct and relatively convenient access to workers residing throughout the broader region is a factor that influences the location decision of businesses that occupy large amounts of office space. Simply put, La Habra is an ancillary location for significant amounts of business activity within dedicated office buildings.



Source: U.S. Bureau of Census 2008 County Business Patterns; AGA

Figure 2.2-39 Office Tenant Distribution by Module Size Range

The relative isolation of La Habra and historic patterns of employment growth are factors that have resulted in a relatively small base of dedicated office space in the community. The small scale of the La Habra office market is evident in large swings describing historical vacancy within dedicated office space, as illustrated on Figure 2.2-40 (Vacancy Trends for Brokered Office Space).



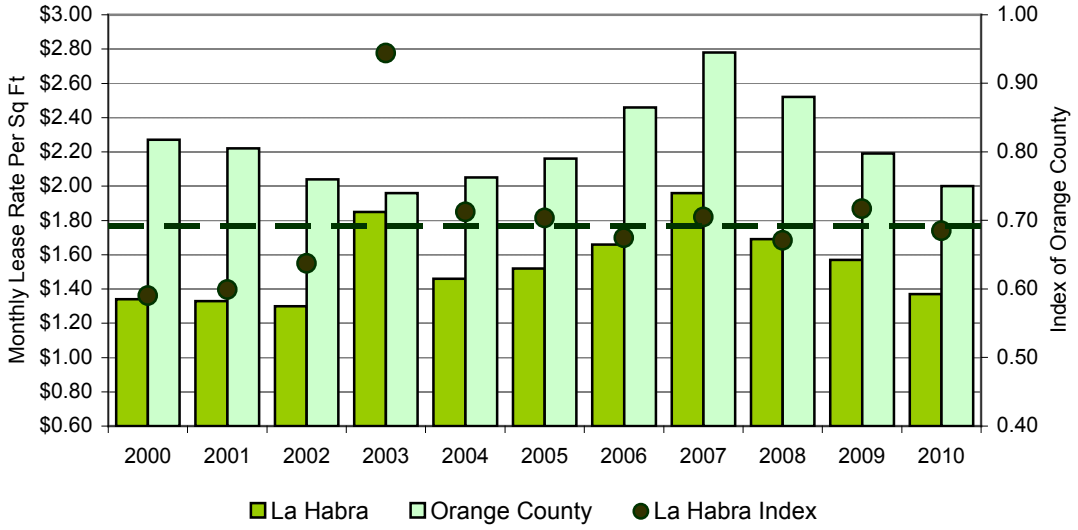
Source: CB Richard Ellis; AGA

Figure 2.2-40 Vacancy Trends for Brokered Office Space

As shown, the vacancy rate describing office buildings within La Habra has ranged from nearly 45.0 percent in 2001 to under 9.0 percent in 2006. The office market in La Habra is characterized by significantly higher rates of vacancy than is true for the broader Orange County office market. The level of vacancy in La Habra tends to rise much more rapidly than the surrounding region. Since 2006, the rate of office vacancy in La Habra has been less volatile than in previous years but generally much higher

than is true for the broader office market (as indicated by a 5-year average index score of 1.4 times the corresponding vacancy rate describing all of Orange County).

Characteristic of its status as an ancillary location for office, competitive lease rates in the La Habra area have also lagged the average rate describing Orange County office demand, as shown on Figure 2.2-41 (Lease Rate Trends for Brokered Office Space).



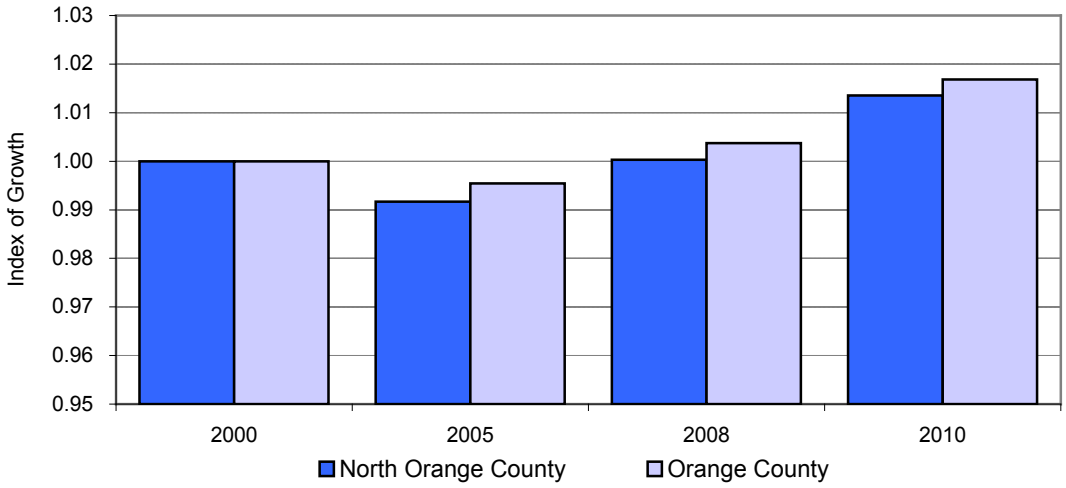
Source: CB Richard Ellis; AGA

Figure 2.2-41 Lease Rate Trends for Brokered Office Space

A factor contributing to relatively low lease rates in La Habra is the absence of high-rise and mid-rise buildings (Class A and B office space), which account for over 80.0 percent of brokered office space throughout Orange County. Dedicated office buildings within La Habra can be generally characterized as garden-style walk-up buildings (Class C office space) that compete most often as value-priced alternatives. Since 2007, lease rates for all classes of office space have been on the decline as vacancy rates continue to rise. Over the past 5 years, however, the La Habra office market has consistently competed as a value-priced lease alternative (as indicated by a 5-year average index score of 0.7 times the average lease rate describing all of Orange County).

INDUSTRIAL

Industrial space is often viewed as a manufacturing-based land use because of its historic association with the fabrication of materials and products consumed within the region and exported abroad. The reality is industrial space is used to conduct a diverse range of business activities describing a variety of industries including construction, manufacturing, wholesale, transportation, warehousing, and utilities, to name a few common uses of industrial space. The supply of industrial space throughout Orange County is substantial and continues to grow, as shown on Figure 2.2-42 (Occupied Supply Trends for Brokered Industrial Space).



Millions of Square Feet Occupied with Broker Representation

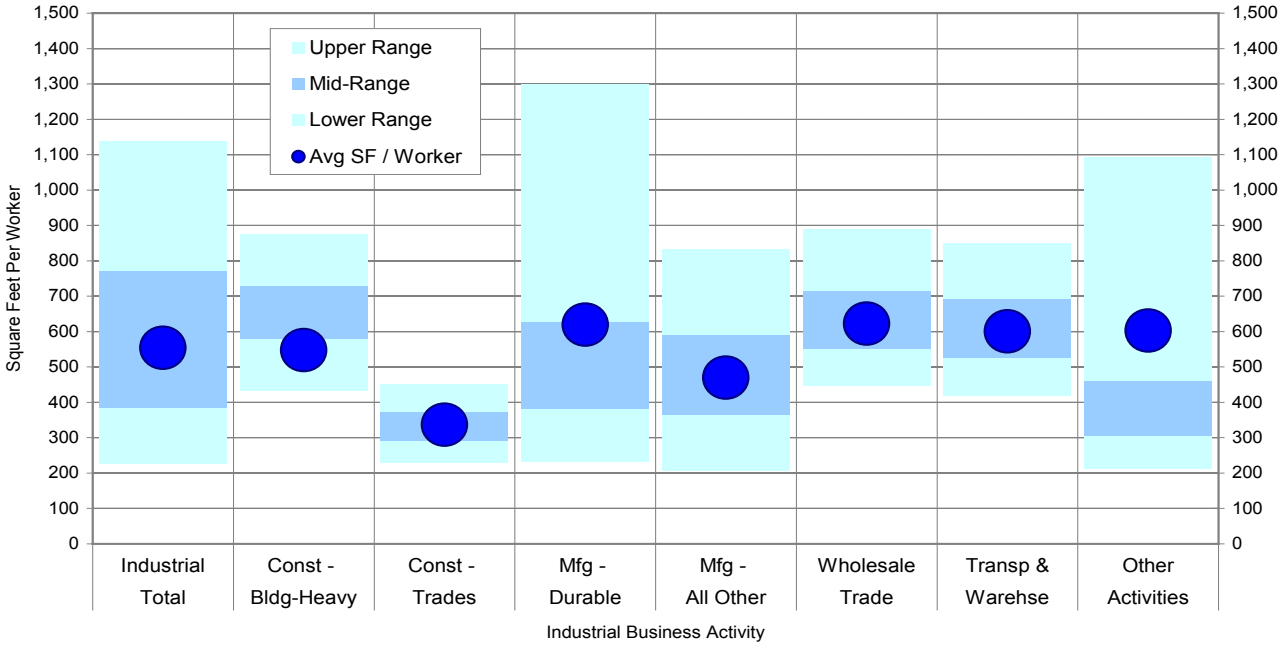
Selected Market Area	2000	2005	2008	2010
La Habra	n.a.	n.a.	3.35	4.54
North Orange County	104.78	103.91	104.82	106.20
Orange County	237.59	236.49	238.48	241.59

Source: CB Richard Ellis, Voit Commercial; AGA

Figure 2.2-42 Occupied Supply Trends for Brokered Industrial Space

The aggregate supply of occupied industrial space throughout Orange County declined from 237.6 million sf in 2000 to 236.5 million sf in 2005, reflecting broader declines in manufacturing activity throughout the U.S. economy. Since 2005, however, the aggregate supply of occupied industrial space throughout Orange County has increased to 238.5 million sf by year-end 2008 and 241.6 million sf by year-end 2010. The North Orange County sub-market experienced a similar decline and rebound in total occupied industrial space over the last 10 years. Most notable is the significant market position of North Orange County in terms of the share of all occupied industrial space throughout the region. The North Orange County sub-market area, which includes La Habra, has accounted for nearly 45.0 percent of aggregate demand for industrial space over the past 10 years. La Habra's historic share of the North Orange County sub-market has never exceeded 5.0 percent of aggregate demand, primarily due to a lack of property available to host industrial development.

As with office, a principal benefit of industrial development within a community is the creation of local job opportunities available to City residents. Employment density describing industry sectors closely associated with demand for industrial space are illustrated on Figure 2.2-43 (Industrial Employment Density Assessment by Major Industry Sector—Orange County 2008), based on detailed 2008 employment data by size of establishment (latest available data) and corresponding broker data describing industrial space throughout the entire Orange County region.



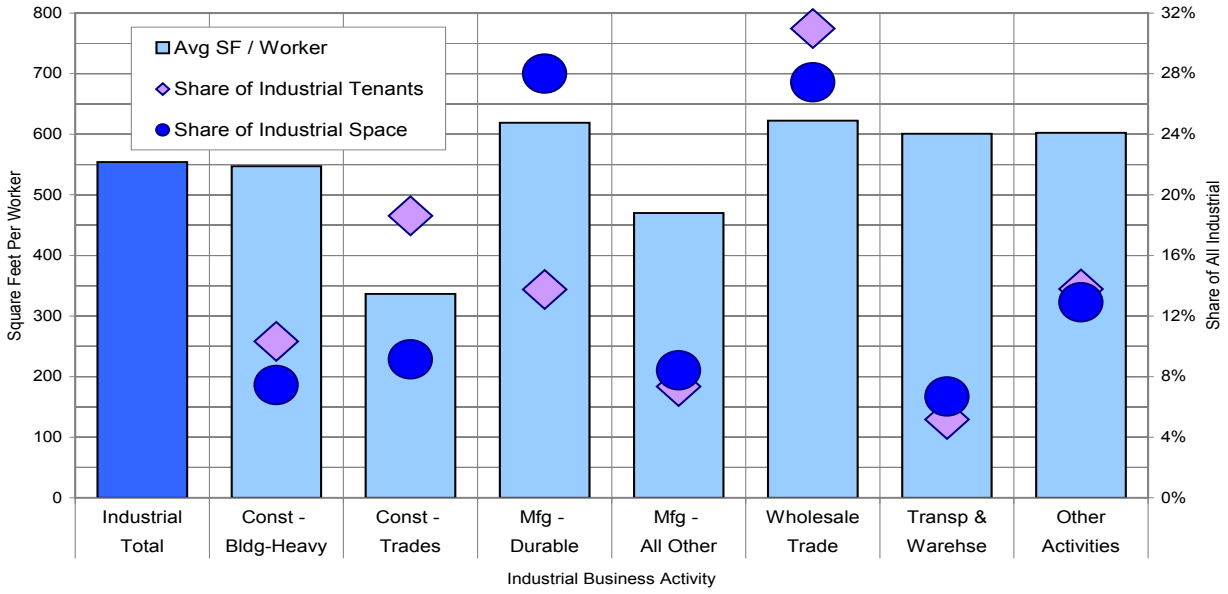
Source: Bureau of Census 2008 County Business Patterns; Area Broker Quarterly Market Transaction Reports; Alfred Gobar Associates

Figure 2.2-43 Industrial Employment Density Assessment by Major Industry Sector—Orange County 2008

Evident is that the amount of occupied floor space per payroll worker varies by industry business activity and within industry. Overall employment density across all business activities is equal to an average of 555 sf per payroll worker, and reflects the relatively high rent structure describing industrial space in Orange County compared to non-coastal regions of Southern California. Relatively high land cost and corresponding lease rates that characterize Orange County are factors that contribute to a mix of users that employ tighter controls on the layout and utilization of occupied space to conduct many industrial processes. As a matter of reference, overall employment density within the Inland Empire exceeds 1,000 sf per payroll worker. A lower-range, mid-range, and upper-range employment density reference is also shown to characterize variations in the amount of industrial floor space that business activities within a given industry may require. It is important to note the above-indicated range of floor space requirements is not intended to reflect the distribution of industrial businesses.

Figure 2.2-44 (Industrial Space Utilization Assessment by Major Industry Sector—Orange County 2008) offers further insight about the mix of business activities that demand industrial space. Shown is the average employment density for distinct industry activities, as well as the share of industrial establishments and occupied industrial space utilized.

As previously mentioned, the relatively high cost to occupy industrial space in Orange County is a factor contributing to the narrow range of average employment density across all industry activities illustrated above. Activities involving the manufacture of durable products and wholesale trade account for nearly 55.0 percent of total occupied space and about 45.0 percent of establishments occupying industrial space. Industrial employment density trends provide insight about the effective rate of local area job growth that can be anticipated with economic development efforts to bolster industrial land use in La Habra.

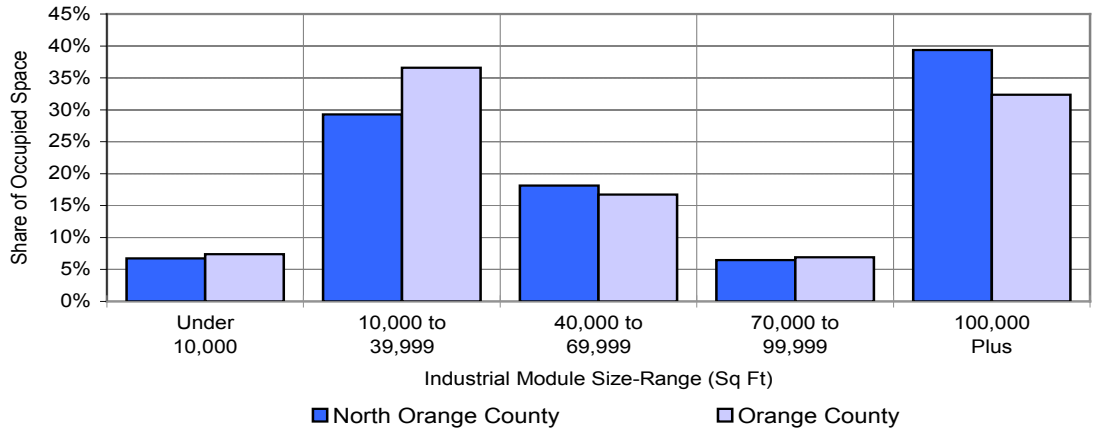


Source: Bureau of Census 2008 County Business Patterns; Area Broker Quarterly Market Transaction Reports; Alfred Gobar Associates

Figure 2.2-44 Industrial Space Utilization Assessment by Major Industry Sector—Orange County 2008

Due to the scale and diverse nature of operations conducted within industrial facilities, corresponding industrial space requirements will vary dramatically, ranging in size from less than 1,200 sf per tenant within small multi-tenant buildings to more than 100,000 sf of contiguous space in order to carry out complex fabrication and warehousing activity. The advent of logistics automation has prompted the development of "Bomber" industrial buildings regularly exceeding 0.5 million sf This segment of demand is most evident in the Inland Empire, where the cost and availability of land and strategic location for rail and truck transport offer necessary advantages for such large-scale operations. The La Habra industrial submarket does not have a ready supply of land area or convenient access to multi-modal logistics centers to attract highly automated warehouse and distribution facilities that require several-hundred-thousand square feet of building space. Industrial markets are most appropriately evaluated in terms of individual user demands for space referred to as lease modules—the amount of contiguous space occupied by a single industrial user. Industrial users commonly occupy an entire industrial building but most industrial buildings (multi-tenant industrial or speculative industrial) lease individual modules to multiple industrial users. Because of the dramatic range of space requirements, it is important to identify the general utilization of industrial space by size-range within a given market locale as described on Figure 2.2-45 (2010 Year-End Occupied Space Distribution by Module Size Range).

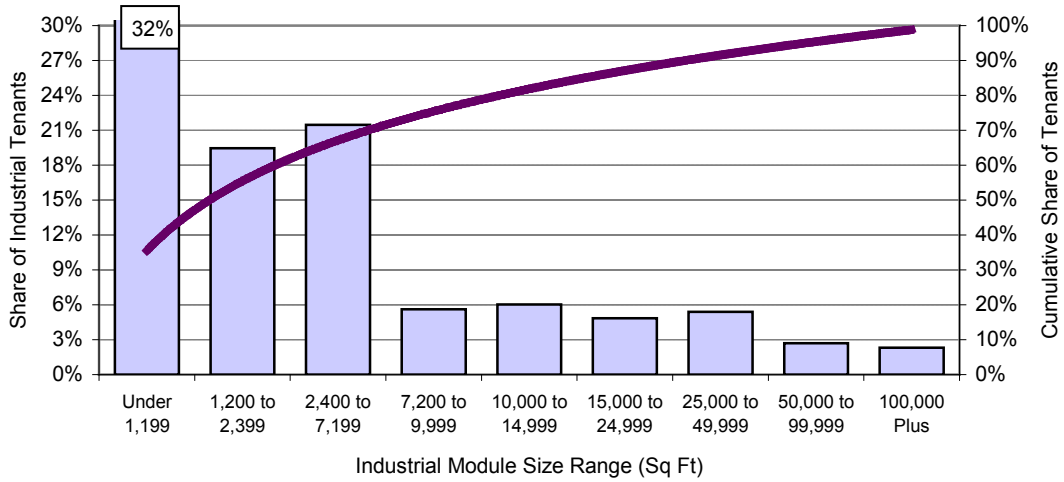
As shown, industrial space utilization throughout North Orange County generally reflects space demands throughout the broader Orange County region. North Orange County hosts a relatively large share of occupied space within lease modules exceeding 100,000 sf, but relatively small share in modules between 10,000 and 40,000 sf in size. On a combined basis, these two module size ranges account for roughly 70.0 percent of total occupied industrial space in North Orange County and the broader Orange County region. Conversely, total occupied industrial space in lease modules smaller than 10,000 sf only accounts for approximately 7.0 percent of total space utilized.



Source: Voit Commercial; Colliers International; AGA

Figure 2.2-45 2010 Year-End Occupied Space Distribution by Module Size Range

Within most sectors of the U.S. economy, small business accounts for the vast majority of enterprise activity. Industrial-related activity is no exception. Over 80.0 percent of payroll establishments that utilize industrial space within Orange County employ fewer than 20 workers. Similarly, nearly 80.0 percent of all business establishments within industrial facilities occupy less than 10,000 sf, as indicated on Figure 2.2-46 (Industrial Tenant Distribution by Module Size Range).



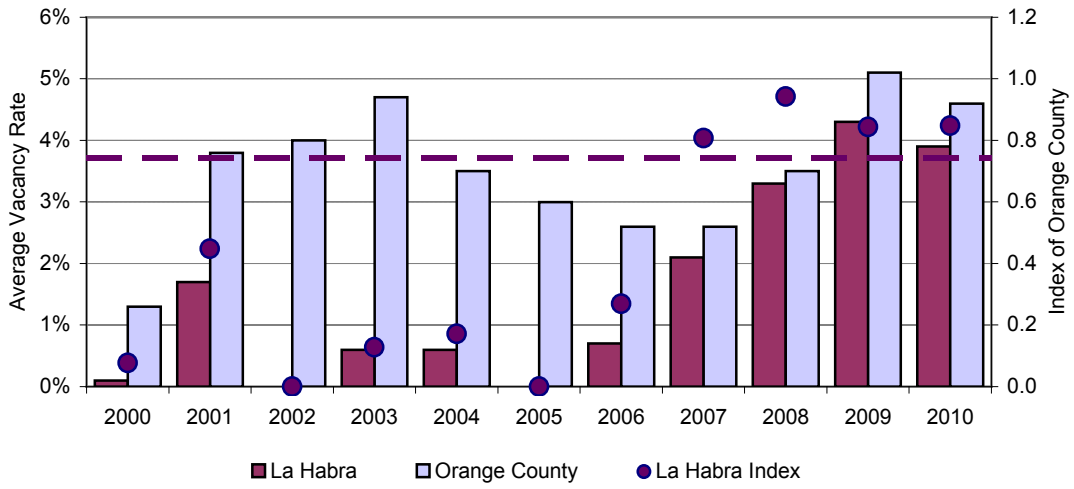
Source: U.S. Bureau of Census 2008 County Business Patterns; AGA

Figure 2.2-46 Industrial Tenant Distribution by Module Size Range

The interrelationship between the amount of industrial space occupied and number of business enterprises occupying space will strongly influence how economic development efforts can be most effective in La Habra. It is important to recognize that roughly 80.0 percent of all industrial-based businesses are those occupying less than 10,000 sf, which account for less than 10.0 percent of total occupied industrial space within the region. Similarly, roughly 12.0 percent of industrial-based

businesses are those occupying 10,000 to 40,000 sf, which account for roughly 30.0 percent of total occupied space within the region. In effect, a large cross-section of demand likely to materialize within a given sub-market area can be satisfied with relatively modest increases in the supply of industrial space. By comparison, satisfying the needs of a relatively limited number of enterprises will require a significantly greater number of industrial facilities designed with large amounts of contiguous space.

The limited supply of vacant property within La Habra has contributed to a relatively limited supply of industrial space. By year-end 2010, La Habra hosted roughly 4.5 million sf of industrial space leased with broker representation compared to more than 106.0 million throughout all of North Orange County (refer to Figure 2.2-42 [Occupied Supply Trends for Brokered Industrial Space]). The supply of industrial space within the La Habra area is a factor contributing to historically low vacancy levels, as illustrated on Figure 2.2-47 (Vacancy Trends for Brokered Industrial Space).



Source: CB Richard Ellis; AGA

Figure 2.2-47 Vacancy Trends for Brokered Industrial Space

Between 2000 and 2005, a time when the aggregate supply of occupied industrial space throughout Orange County was on the decline, the effective vacancy rate in La Habra was exceptionally low or non-existent. Beginning in 2007, the effective vacancy rate in La Habra has hovered between 4.0 and 5.0 percent, but generally remains comparatively low (as indicated by a 5-year average index score of 0.74 times the average rate describing all of Orange County). The consistently low vacancy rate for industrial land use in La Habra suggests a relative shortage of industrial space in relation to localized demand in this sub-market area. Aerial review of City industrial facilities also indicates a very limited supply of industrial facilities with the capacity to host more than 40,000 sf of contiguous space.

The market area vacancy rate provides a good overall measure about the net interaction of demand and supply factors describing a given market area. Due to the diverse range of space required by industrial users, it is also useful to understand how the overall vacancy rate may fluctuate across alternate size-range categories describing the inventory of space within a given area. Figure 2.2-48 (2010 Year-End Industrial Vacancy Rate by Module Size Range) identifies the effective vacancy rate for alternate size-range categories of space describing the North Orange County market and the greater Orange County region.

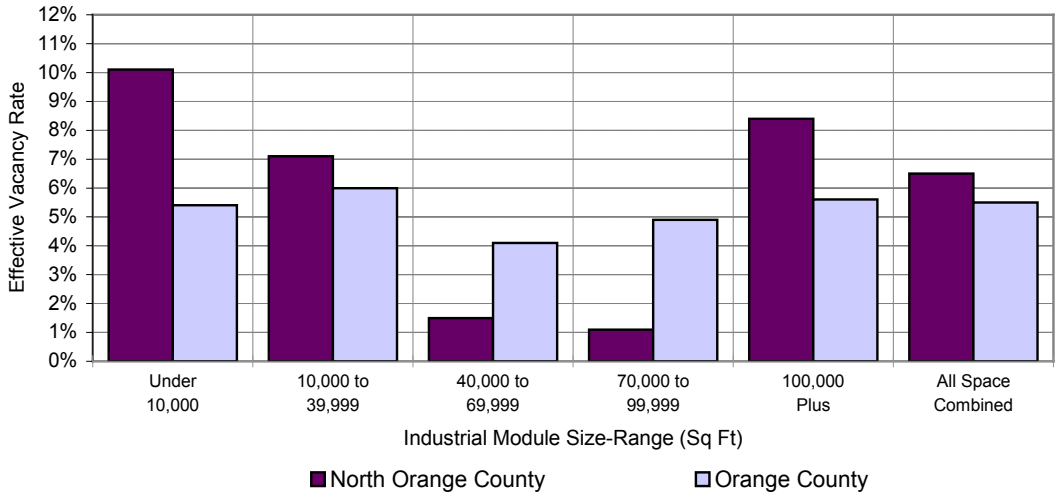


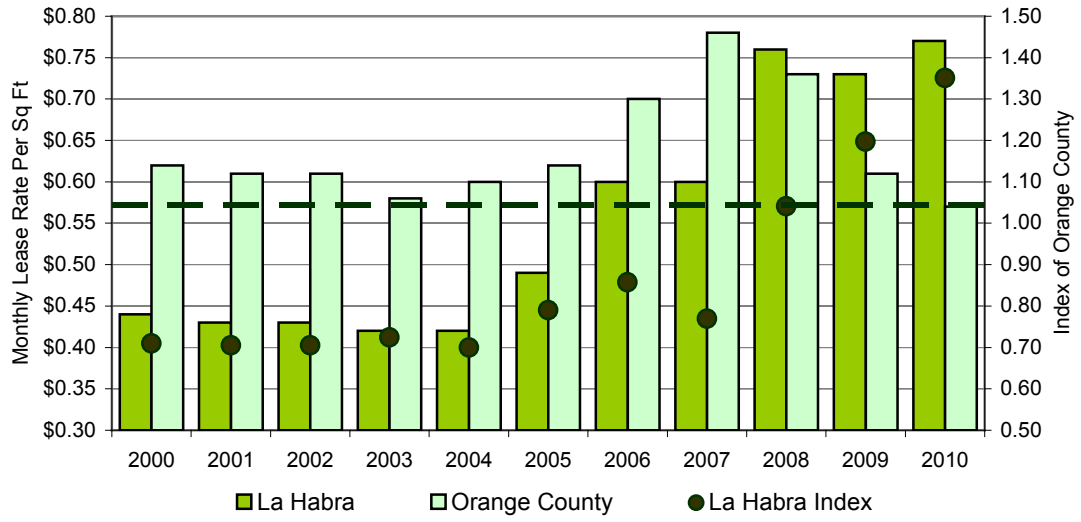
Figure 2.2-48 2010 Year-End Industrial Vacancy Rate by Module Size Range

In general, the vacancy rate remains relatively constant across all module size ranges for Orange County as a whole but generally declines across size-ranges below 100,000 sf in North Orange County. Despite accounting for a small share of total occupied space and large share of businesses occupying space, the effective vacancy rate describing smaller divisible lease modules of less than 10,000 sf (10.1 percent) is significantly higher than the overall average for North Orange County (6.5 percent). The relatively high vacancy rate within the small size-range category can be attributed in part to business turnover (startups and failures) but also the supply of space defined by small divisible lease modules (multi-tenant industrial facilities). Increasing vacancy rates in the surrounding area signal an increase in supply of alternate locations competing with La Habra for prospective industrial users.

Lease rate trends are illustrated on Figure 2.2-49 (Lease Rate Trends for Brokered Industrial Space) for industrial facilities in La Habra. The marked increase in La Habra lease rates beginning in 2005 suggests the introduction of newer contemporary facilities.

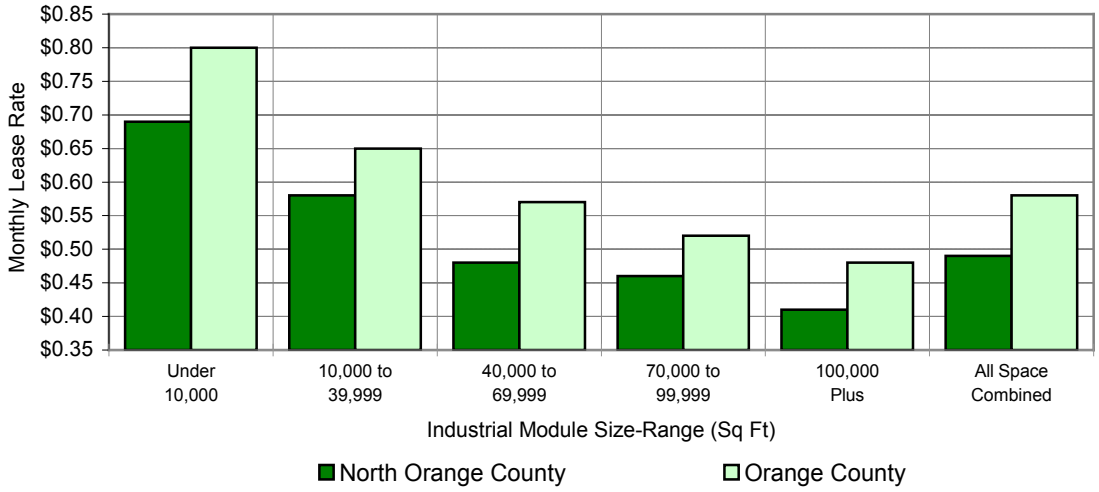
As shown above, the average lease rate describing the La Habra sub-market area was substantially below Orange County as a whole until 2005, but has since increased from approximately $0.60 per square foot in 2006 to more than $0.75 per square foot by year-end 2010. By comparison, overall lease rates for Orange County as a whole started to rapidly increase in 2006, but have since retreated to pre-2006 levels following the onset of the last recession. By year-end 2010, the average lease rate in La Habra ($0.77 per square foot) exceeded the corresponding rate for Orange County as a whole ($0.57 per square foot) by more than one-third (as indicated by an index score of 1.35 in 2010).

Practical insight about the reality of strong lease rate performance in La Habra over the past 5 years can be understood by evaluating lease rate trends for alternate size-range categories that define industrial lease options in North Orange County and the greater Orange County region, as shown on Figure 2.2-50 (2010 Year-End Lease Rates by Module Size Range).



Source: CB Richard Ellis; AGA

Figure 2.2-49 Lease Rate Trends for Brokered Industrial Space



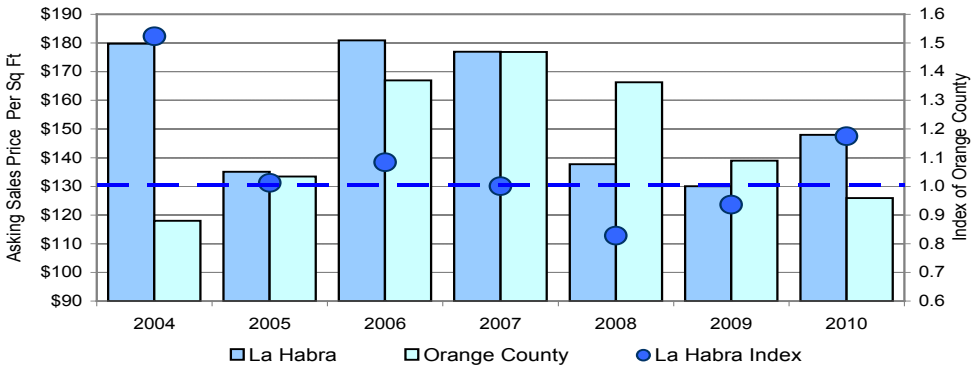
Source: Colliers International; AGA

Figure 2.2-50 2010 Year-End Lease Rates by Module Size Range

Lease rate trends describing industrial space reflect a fundamental pricing axiom—the unit price for a larger quantity purchase is less than the unit price for a smaller quantity purchase. Within North Orange County, the monthly rate for lease modules smaller than 10,000 sf ($0.69 per square foot) is two-thirds higher than the corresponding rate for large lease modules exceeding 100,000 sf ($0.41 per square foot). The 2010 inventory of industrial space within La Habra is dominated by lease modules smaller than 10,000 sf, which highlights a principal factor contributing to its relatively strong overall lease rate performance in comparison to Orange County as a whole (refer to Figure 2.2-49 [Lease Rate Trends for Brokered Industrial Space]). The average lease rate that described La Habra at year-end 2010 ($0.77 per

square foot) actually falls in line with broader market pricing trends for smaller size lease modules. Considering the amount of surface travel required to reach the City from competing industrial concentrations along the 91 Freeway, 5 Freeway, 605 Freeway, and 57 Freeway, La Habra industrial facilities have performed remarkably well.

Industrial property attracts a higher incidence of user ownership than is true for most forms of office or retail land use. Despite the demand on capital funding, property ownership affords many operators the ability to control fixed costs over the long term; readily expand operations or lease out excess area; and make specialized facility and equipment improvements not feasible within the time limits of most lease contracts. Figure 2.2-51 (Sale Price Trends for Brokered Industrial Space) summarizes the average per square foot asking price for industrial buildings marketed within La Habra and throughout Orange County.



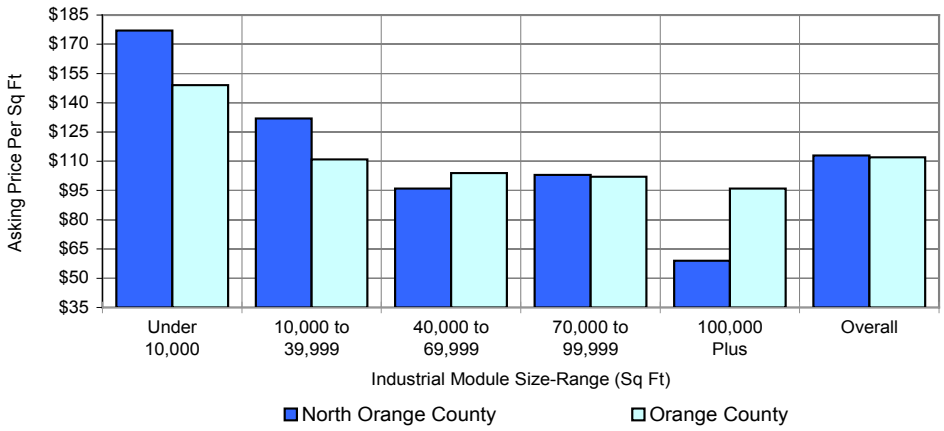
Source: CB Richard Ellis; AGA

Figure 2.2-51 Sale Price Trends for Brokered Industrial Space

Orange County has a much broader mix of industrial space marketed for sale than is true for La Habra. As a result, pricing trends describing Orange County as a whole offer a reasonably good assessment of how the last economic cycle has affected the marketable value of industrial facilities. As shown, the overall per square foot price of industrial space in Orange County rapidly climbed from $118 per square foot in 2004 to $177 per square foot in 2007 before dropping back to $126 per square foot in 2010. By comparison, a relatively limited supply of industrial buildings marketed for sale in La Habra has contributed to wide fluctuations in the per square foot price over the same time period. Since 2009, the average per square foot price of industrial space in La Habra has fluctuated between $130 and $148 per square foot compared to $126 to $139 per square foot for Orange County.

The per square foot pricing for industrial buildings of varying sizes in North Orange County and throughout all of Orange County offers a reasonable gauge of the competitive pricing position that describes marketed space within La Habra, as shown on Figure 2.2-52 (2010 Year-End Asking Sales Price by Module Size Range).

As shown, industrial buildings smaller than 40,000 sf are being priced at a relative premium in North Orange County, compared to Orange County as a whole. By comparison, very large industrial buildings exceeding 100,000 sf are being priced at a relative discount in North Orange County. These trends suggest the competitive pricing position for industrial space marketed for sale within La Habra should fall between the values describing North Orange County and Orange County as a whole.



Source: Colliers International; AGA

Figure 2.2-52 2010 Year-End Asking Sales Price by Module Size Range

POTENTIAL AREAS OF CHANGE

Property represents a fundamental resource that is utilized in many forms (e.g., retail, industrial, and housing) so that businesses and residents can realize distinct but interrelated economic objectives (e.g., selling merchandise, providing services, fabricating products, raising a family, and going to work). Growing communities are generally characterized by an ample supply of vacant property available to host economic activities that are demanded as the community and surrounding region grow. By comparison, all but a limited number of properties within La Habra have been improved and define the current land use character of the community.

Despite the near built-out status of La Habra, it is part of the Orange County economy, which is projected to intensify as an employment destination within the broader Southern California region over the next 25 years. The long-term increase in business activity and related employment throughout Orange County will intensify pressure for the development of additional housing, which increases opportunities for new businesses serving related population gains and contributing to overall economic growth. La Habra cannot rely on an ample supply of vacant property to benefit from economic growth within the surrounding region. Also, it is not reasonable to anticipate that significant long-term participation in future economic growth can be realized by simply increasing the intensity of activities conducted within existing structures (e.g., doubling up of households, and filling vacant lease units). While reducing vacancy reflects a worthy objective, eliminating residential and non-residential vacancies in La Habra would not substantially propel overall population, employment, and business activity over the long term. Continued long-term economic growth in La Habra will be significantly influenced by the ability to support, promote, and create new forms of land use on previously improved properties that are not being utilized in an optimal manner. In short, La Habra must manufacture land use that is responsive to the economic challenges and opportunities facing the broader economic region over the next 25 years.

In many areas of La Habra, particularly along major commercial corridors, existing property improvements are characterized by functional designs that have limited application in the twenty-first century or need to be substantially re-invented to effectively serve resident and business needs in the

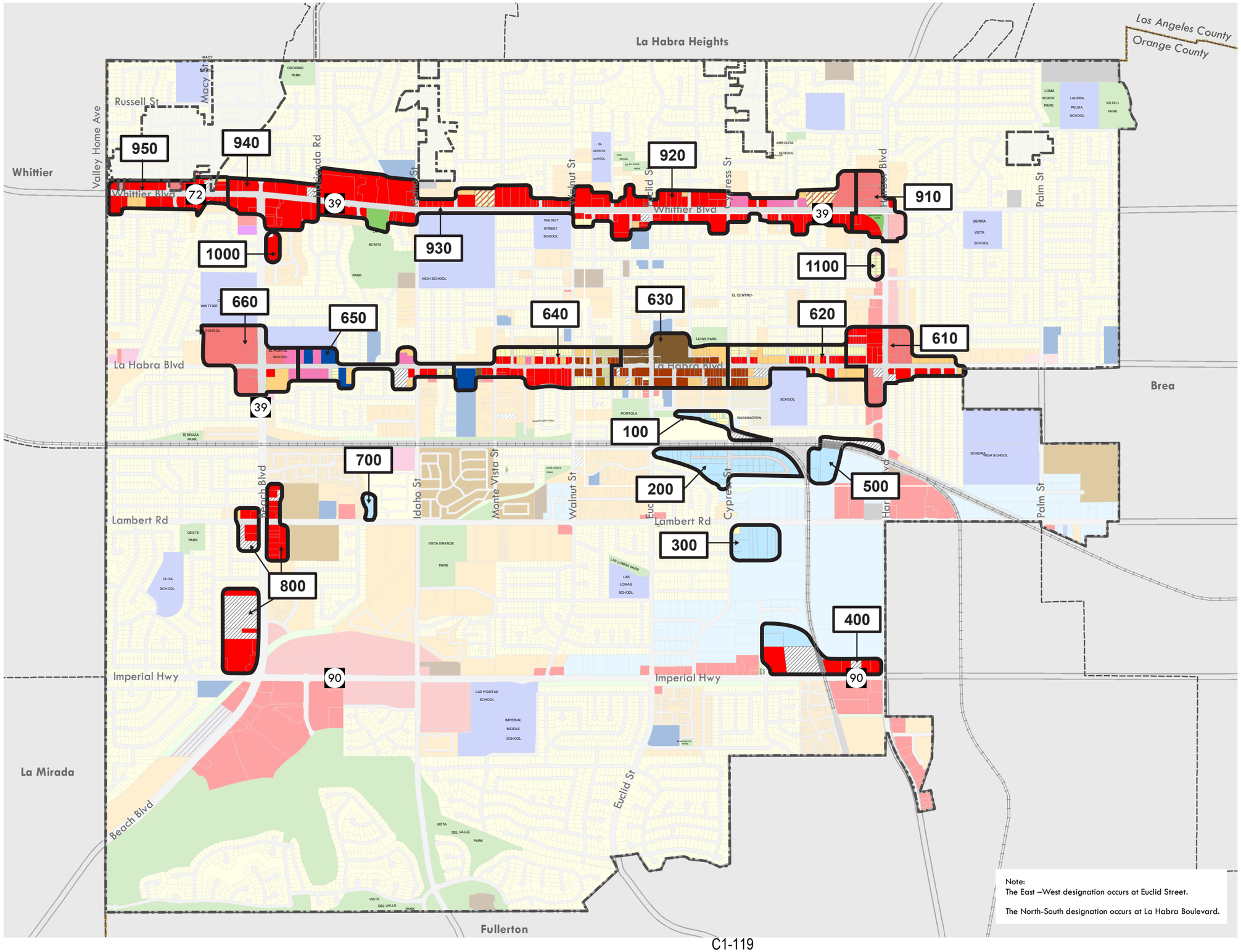
future. These include strip commercial, small-lot development, and many uses with no off-street parking. Citywide transformation is not realistic or necessary. La Habra can boast many residential, commercial, industrial, and public-serving settings that serve the community well and will continue to do so over the long run. Based on field assessments conducted by the General Plan Consultant, the General Plan Advisory Committee and City Officials with a long history of service in the community, several "Potential Areas of Change" were identified as shown on Figure 2.2-53 (Potential Areas of Change—Economic Study Subareas). Refer also to Section 2.1 (Land Use) for further information on the "Potential Areas of Change."

This section of the Technical Background Report identifies the eleven target areas used to describe the Potential Areas of Change according to "100 series" numbering (100, 200, 300, and so on). The breakdown of the Potential Areas of Change into target areas is useful in understanding how property in different parts of the community is being utilized. Because the Potential Areas of Change along La Habra Boulevard (600 Series) and Whittier Boulevard (900 Series) each extend over 2.0 miles, they have been further divided into smaller sub-areas (610, 620, 630, and so on) to provide a better understanding of existing properties along these corridors. For purpose of this analysis, the Potential Areas of Change consist of eleven target areas (with La Habra Boulevard and Whittier Boulevard broken down further) and a total of 20 sub-areas. For purpose of this assessment, "utilization" refers to the intensity of physical development describing each identified grouping of properties (Area 100, Area 650, Area 920, and so on) according to a variety of baseline measures listed below:

- Number of parcels
- Net acreage of parcels
- Enclosed building area on parcels
- 2009-10 assessed land value of parcels
- 2009-10 assessed building and improvement value of parcels
- 2009-10 total assessed value of parcels
- Equivalent per acre value of all land and improvements describing parcels
- Improvement value of parcels as a ratio (percentage) of overall total value
- Effective floor area ratio (FAR) describing parcel building intensity

Table 2.2-4 (La Habra General Plan Potential Areas of Change Selected Characteristics by Area) describes property characteristics reflecting baseline measures used to assess effective utilization within each of the 20 sub-areas that comprise the eleven Potential Areas of Change.

Cumulatively, the Potential Areas of Change consist of 890 parcels encompassing nearly 460 acres improved with over 4.75 million sf of enclosed residential and non-residential building space. The Fiscal Year 2009/10 total assessed value of these properties was nearly $580.0 million, or 12.0 percent of the total assessed value of La Habra ($4.87 billion). The current assessed value for all properties within the Potential Areas of Change is equal to an average $1.26 million per acre, with buildings, equipment, and other secured improvements representing 43.0 percent of total value, on average. Overall building intensity describing the Potential Areas of Change is equal to a floor area ratio (FAR) of 0.26, where FAR represents the ratio of the total amount of enclosed building space (not just the building footprint) to the total land area.



CITY of LA HABRA
General Plan Update

POTENTIAL AREAS OF CHANGE – ECONOMIC STUDY SUBAREAS

Legend

- Single Family Residential
- Single Family Residential/Second Unit
- Single/Multi-Family Residential
- Multi-Family Residential
- Mobile Home Park
- Mixed Use Commercial/Residential
- Mixed Use Commercial/Industrial
- General Commercial
- Neighborhood Commercial
- Commercial Shopping Center
- Central Business District
- Professional Office
- Medical Office
- Church
- Industrial
- Open Space
- Park and Recreation
- Public Facility
- School
- Railroad ROW
- Utility
- Vacant
- Railroad
- La Habra City Limits
- County Boundary

Note:
The East –West designation occurs at Euclid Street.

The North-South designation occurs at La Habra Boulevard.

Source: City of La Habra, January 2011
Date Revised: February 21, 2011
Existing_Land_Use.mxd

Miles
0 0.125 0.25 0.5

Figure 2.2-53

Table 2.2-4 La Habra General Plan Potential Areas of Change Selected Characteristics by Area									
Ref Area ID	*APN Parcels*	*Parcel Acreage*	*Existing Bldg SF*	*2010 Land AV*	*2010 Bldg-Imp AV*	*2010 Total AV*	*Eff AV per Acre*	*Imp Val Ratio*	*Effective FAR*
100	24	16.3	23,596	$2,970,598	$783,168	$3,753,766	$230,754	21%	0.15
200	63	38.7	461,418	24,175,179	21,301,131	45,476,310	1,176,203	47%	0.30
300	10	11.5	124,406	3,011,689	4,607,442	7,619,131	663,493	60%	0.25
400	9	27.0	321,849	17,907,407	8,456,558	26,363,965	976,981	32%	0.30
500	32	20.9	157,048	16,054,347	10,203,574	26,257,921	1,257,377	39%	0.20
610	42	18.4	177,824	21,165,737	9,233,277	30,399,014	1,653,412	30%	0.27
620	175	21.8	273,590	20,288,954	18,075,330	38,364,284	1,762,201	47%	0.30
630	85	23.5	327,616	18,473,829	16,242,554	34,716,383	1,475,569	47%	0.41
640	112	24.4	330,118	18,448,830	10,755,500	29,204,330	1,195,392	37%	0.32
650	17	13.4	174,926	13,404,361	13,078,320	26,482,681	1,980,683	49%	0.30
660	9	26.2	329,384	25,622,487	15,117,641	40,740,128	1,557,274	37%	0.29
700	1	2.0	11,520	795,856	147,652	943,508	474,127	16%	0.13
800	28	26.9	250,701	28,676,510	13,952,717	42,629,227	1,582,520	33%	0.27
910	15	12.9	148,265	9,212,180	12,680,394	21,892,574	1,690,750	58%	0.29
920	85	50.3	558,747	35,655,447	34,695,340	70,350,787	1,399,569	49%	0.27
930	66	71.3	445,863	25,590,995	22,775,092	48,366,087	678,429	47%	0.15
940	20	22.9	186,298	20,500,613	18,933,697	39,434,310	1,724,607	48%	0.20
950	32	17.0	201,298	13,339,032	9,375,095	22,714,127	1,339,319	41%	0.27
1000	33	11.6	224,633	10,342,128	7,242,677	17,584,805	1,519,290	41%	0.45
1100	32	2.8	37,250	4,255,018	2,365,255	6,620,273	2,362,350	36%	0.31
20 Areas	***890***	***459.6***	***4,766,350***	***$329,891,197***	***$250,022,414***	***$579,913,611***	***$1,261,878***	***43%***	***0.26***

SOURCE: Metroscan APN Data; City of La Habra GIS Data Layer; Alfred Gobar Associates, 2011.

Assessing the utilization of property strictly on the basis of FAR simplifies the process but fails to consider the range of building intensities inherent to alternate forms of land use. An underlying objective of this assessment is to identify target locations where property resources are not being effectively utilized in a manner consistent with surrounding similar land use. In this regard, it is necessary to evaluate property utilization in the context of existing land use activities and currently permitted FAR or unit density. The general forms of land use describing existing conditions and current policy designations are summarized in Table 2.2-5 (La Habra General Plan Potential Areas of Change: Existing Land Use & Zoning). Within the Potential Areas of Change, existing land use does not always reflect underlying zoning, meaning commercial improvements exist in residential zones and residential improvements exist in commercial zones. To evaluate effective utilization of existing properties, it is necessary to assign a FAR or unit density threshold that may not be explicitly specified by underlying

zoning. To evaluate commercial improvements in residential zones, an FAR threshold is identified that approximates the total floor space (building envelope) associated with the maximum unit density permitted by zoning. To evaluate residential improvements in commercial zones, a unit density threshold describing the R-3 Zone has been applied.

Table 2.2-5 La Habra General Plan Potential Areas of Change: Existing Land Use and Zoning

Major Land Use Group (4)	*Land Use Distribution*		*Existing Zone*	*Land Use Distribution*		*Zoning Threshold*	
	Parcels	*Acreage*	*Designation*	*Parcels*	*Acreage*	*FAR*	*Unit Density*
Residential	388	81.1	LHHSP			0.25	2.2
Administrative	14	13.1	R-1a			0.25	4.3
Commercial	390	295.8	R-1b			0.25	6.0
Industrial	98	69.6	R-1c	2	2.4	0.25	7.9
Overall Total	***890***	***459.6***	R-2	91	10.1	0.40	14.1
			R-3	30	7.4	0.50	16.9
Major Land Use Activity (13)	*Land Use Distribution*		R-4	32	11.9	0.60	21.0
	Parcels	*Acreage*	ESSP	7	11.1	0.60	24.0
Res-SFD	181	31.5	MHP			0.40	13.0
Res-MF	206	49.1	CR	2	1.9	0.40	16.9
Res-MH	1	0.5	CP	22	4.7	0.70	16.9
Com-Lodging	4	2.2	C-1	1	0.4	0.30	16.9
Com-Office	43	20.7	C-2	219	188.3	0.30	16.9
Com-Mixed Use	9	4.3	C-2S			0.50	16.9
Com-Retail	133	113.8	C-3	14	15.9	0.30	16.9
Com-General	127	95.8	LHSP	361	112.8	0.40	22.9
Com-Auto	21	12.9	CU			0.40	16.9
Com-Parking	12	28.9	P	4	2.7	0.40	16.9
Com-Industrial	41	17.1	PCI	1	12.9	0.50	16.9
Ind-Industrial	98	69.6	M-1	104	77.1	0.45	
Adm-Public/Inst	14	13.1	OS			0.10	
Overall Total	***890***	***459.6***	***Overall Total***	***890***	***459.6***		

SOURCE: Metroscan APN Data; City of La Habra GIS Data Layer; La Habra Zoning Code; Alfred Gobar Associates, 2011.

Development on properties within the Potential Areas of Change has been classified into four major groupings of land use and 13 sub-groupings of land use activity. These land use groupings are based on County Assessor land use codes (65 distinct codes) assigned to each of the 890 individual parcels evaluated. Properties that comprise the Potential Areas of Change have also been evaluated in terms of building intensities permitted by current zoning designations. The use of current zoning is not intended to prescribe the intended use of property subsequent to the General Plan Update, but merely quantify

expectations of performance to date. The property utilization assessment involved a cross-comparison of data downloaded from County Assessor records, the City of La Habra GIS data layer, and also relied on a detailed review of Assessor Parcel Maps, the Orange County Assessor website, aerial imagery, and web-based mapping data to bridge data gaps detected within each area evaluated.

Characteristics describing the Potential Areas of Change according to major land use group are summarized in Table 2.2-6 (La Habra General Plan Potential Areas of Change: Characteristics By Land Use Group). A more detailed assessment by major land use activity is summarized in Table 2.2-7 (La Habra General Plan Potential Areas of Change: Characteristics by Land Use Activity). A land use-based assessment is useful in determining the effective level of utilization that describes various forms of land use found throughout the Potential Areas of Change regardless of zoning. Areas and properties where effective property utilization is significantly below the current level of intensity that describes similar properties offer insight about locations that may represent promising potential for a future change or transformation of land use.

Table 2.2-8 (La Habra General Plan Potential Areas of Change: Characteristics by Existing Zoning) summarizes improvement and value characteristics of property according to the underlying zoning. It is important to recognize that existing land use development on many properties within the Potential Areas of Change does not necessarily reflect the form of land use designated by the underlying zoning or the building intensity specified by the underlying zoning. To account for this reality, property improvements are described in terms of the effective FAR.

Table 2.2-9 (Potential Areas of Change—Existing Zoning vs. Land Use) identifies the extent existing property improvements do not reflect the intended land use of underlying zoning. As shown, a significant number of properties improved with residential housing are located on sites zoned for non-residential land use. It is important to note that for purpose of this property assessment, zoning is simply used to group properties according to shared building FAR or unit density limitations. Current zoning does not describe the intended form of land use that may be recommended in connection with this property assessment and the broader General Plan Update process. In addition, due to the unique nature of housing, residential properties within the Potential Areas of Change are also evaluated with respect to the density threshold (dwelling units per acre) indicated by current zoning (refer to Table 2.2-5 [La Habra General Plan Potential Areas of Change: Existing Land Use & Zoning]).

Varying FARs that describe major forms of land use within the Potential Areas of Change are illustrated on Figure 2.2-54 (La Habra General Plan Potential Areas of Change—Building Intensity By Land Use Group). As shown, the major land use groups that comprise the Potential Areas of Change are characterized by a wide range of building intensities. The median level of building intensity describing all non-residential properties equates to an FAR of 0.32, while the weighted average building intensity suggested by zoning is closer to an FAR of 0.38. The spectrum of building intensity varies considerably for every major land use group, as indicated by the percentile measure. The percentile measure describes the range of FAR intensities observed, but also provides a rough assessment of the various properties developed at alternate levels of building intensity. The median building intensity describing more than 380 residential properties evaluated (FAR = 0.31) is significantly below the composite intensity level suggested by zoning (FAR=0.46) simply because more than 180 of these properties are improved with single-family residences. In overall terms, the above assessment indicates the current level of utilization describing one-third to one-half of all improved property within the Potential Areas of Change falls considerably short of the building intensity level suggested by underlying zoning.

Table 2.2-6 La Habra General Plan Potential Areas of Change: Characteristics By Land Use Group									
Major Land Use Group	***APN Parcels***	***Parcel Acreage***	***Existing Bldg SF***	***2010 Land AV***	***2010 Bldg-Imp AV***	***2010 Total AV***	***Eff AV per Acre***	***Imp Val Ratio***	***Effective FAR***
Residential	388	81.1	964,976	$75,337,345	$45,893,196	$121,230,541	$1,495,666	38%	0.33
Administrative	14	13.1	147,302	8,117,948	8,721,492	16,839,440	1,286,094	52%	0.29
Commercial	390	295.8	2,971,605	204,316,999	161,616,993	365,933,992	1,237,015	44%	0.25
Industrial	98	69.6	682,467	42,118,905	33,790,733	75,909,638	1,090,721	45%	0.25
Overall Total	***890***	***459.6***	***4,766,350***	***$329,891,197***	***$250,022,414***	***$579,913,611***	***$1,261,878***	***43%***	***0.26***

SOURCE: Metroscan APN Data; City of La Habra GIS Data Layer; Alfred Gobar Associates, 2011.

Table 2.2-7 La Habra General Plan Potential Areas of Change: Characteristics by Land Use Activity									
Major Land Use Activity	***APN Parcels***	***Parcel Acreage***	***Existing Bldg SF***	***2010 Land AV***	***2010 Bldg-Imp AV***	***2010 Total AV***	***Eff AV per Acre***	***Imp Val Ratio***	***Effective FAR***
Res-SFD	181	31.5	181,056	$26,792,807	$9,262,726	$36,055,533	$1,145,577	26%	0.14
Res-MF	206	49.1	782,376	48,495,994	36,583,846	85,079,840	1,733,092	43%	0.49
Res-MH	1	0.5	1,544	48,544	46,624	95,168	194,406	49%	0.07
Com-Lodging	4	2.2	40,273	3,978,563	1,905,650	5,884,213	2,617,075	32%	0.41
Com-Office	43	20.7	274,493	21,841,447	14,327,299	36,168,746	1,751,462	40%	0.31
Com-Mixed Use	9	4.3	66,547	2,034,951	3,021,720	5,056,671	1,170,633	60%	0.35
Com-Retail	133	113.8	955,398	56,868,161	48,594,943	105,463,104	926,691	46%	0.19
Com-General	127	95.8	951,970	86,474,385	74,165,288	160,639,673	1,676,448	46%	0.25
Com-Auto	21	12.9	97,889	8,167,412	4,402,070	12,569,482	971,303	35%	0.18
Com-Parking	12	28.9	409,644	14,847,605	10,611,134	25,458,739	881,167	42%	0.37
Com-Industrial	41	17.1	175,391	10,104,475	4,588,889	14,693,364	857,208	31%	0.35
Ind-Industrial	98	69.6	682,467	42,118,905	33,790,733	75,909,638	1,090,721	45%	0.25
Adm-Public/Inst	14	13.1	147,302	8,117,948	8,721,492	16,839,440	1,286,094	52%	0.29
Overall Total	***890***	***459.6***	***4,766,350***	***$329,891,197***	***$250,022,414***	***$579,913,611***	***$1,261,878***	***43%***	***0.26***

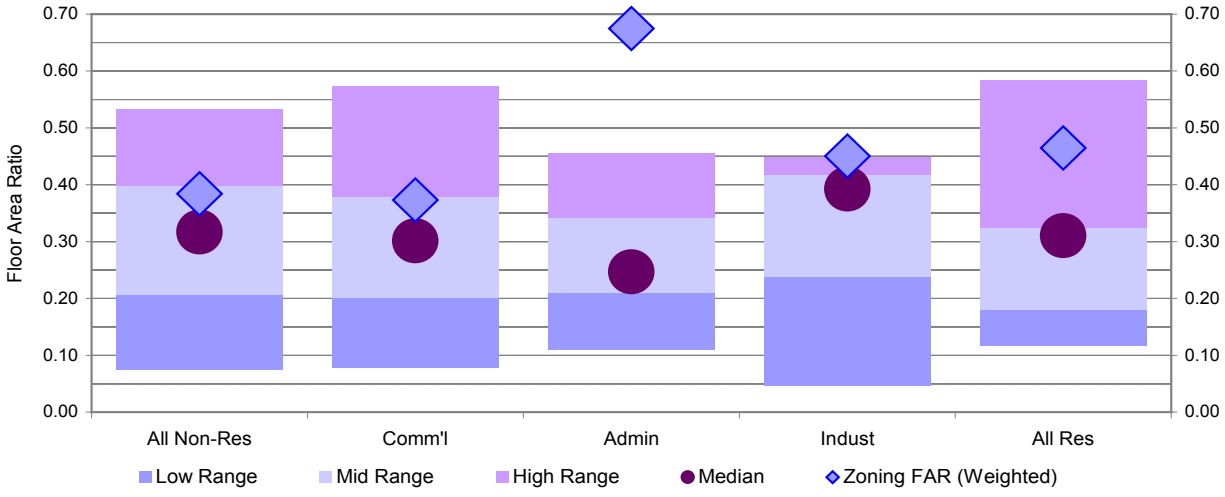
SOURCE: Metroscan APN Data; City of La Habra GIS Data Layer; Alfred Gobar Associates, 2011.

Table 2.2-8 La Habra General Plan Potential Areas of Change: Characteristics by Existing Zoning									
Current Zoning	*APN Parcels*	*Parcel Acreage*	*Existing Bldg SF*	*2010 Land AV*	*2010 Bldg-Imp AV*	*2010 Total AV*	*Eff AV per Acre*	*Imp Val Ratio*	*Effective FAR*
R-1c	2	2.4	3,432	$396,368	$90,118	$486,486	$205,092	19%	0.03
R-2	91	10.1	101,856	14,877,184	6,189,312	21,066,496	2,086,921	29%	0.23
R-3	30	7.4	126,976	7,695,077	4,258,270	11,953,347	1,607,949	36%	0.41
R-4	32	11.9	274,595	16,842,189	9,600,175	26,442,364	2,222,073	36%	0.53
ESSP	7	11.1						—	
CR	2	1.9	40,622	374,212	1,352,127	1,726,339	909,479	78%	0.49
CP	22	4.7	67,184	3,811,667	2,684,982	6,496,649	1,371,986	41%	0.33
C-1	1	0.4	6,579	905,148	759,492	1,664,640	4,167,340	46%	0.38
C-2	219	188.3	1,566,611	113,335,432	101,484,800	214,820,232	1,140,679	47%	0.20
C-3	14	15.9	95,517	17,212,487	7,917,969	25,130,456	1,583,653	32%	0.17
LHSP	361	112.8	1,415,245	101,108,363	76,915,766	178,024,129	1,578,400	43%	0.32
P	4	2.7	92,236	445,358	169,449	614,807	229,154	28%	0.79
PCI	1	12.9	219,967	8,250,372	2,869,772	11,120,144	862,027	26%	0.39
M-1	104	77.1	755,530	44,637,340	35,730,182	80,367,522	1,042,791	44%	0.25
Overall Total	***890***	***459.6***	***4,766,350***	***$329,891,197***	***$250,022,414***	***$579,913,611***	***$1,261,878***	***43%***	***0.26***

SOURCE: Metroscan APN Data; City of La Habra GIS Data Layer; Alfred Gobar Associates, 2011.

Table 2.2-9 Potential Areas of Change—Existing Zoning vs. Land Use					
Current Zoning	*Zoning Parcels*	*Residential Parcels*	*Admin Parcels*	*Commercial Parcels*	*Industrial Parcels*
R-1c	2	1		1	
R-2	91	90		1	
R-3	30	29		1	
R-4	32	29	2	1	
ESSP	7	7			
CR	2	2			
CP	22	17		5	
C-1	1			1	
C-2	219	28	5	183	3
C-3	14			14	
LHSP	361	180	7	173	1
P	4			4	
PCI	1			1	
M-1	104	5		5	94
Overall Total	***890***	***388***	***14***	***390***	***98***

SOURCE: Metroscan APN Data; City of La Habra GIS Data Layer; Alfred Gobar Associates, 2011.

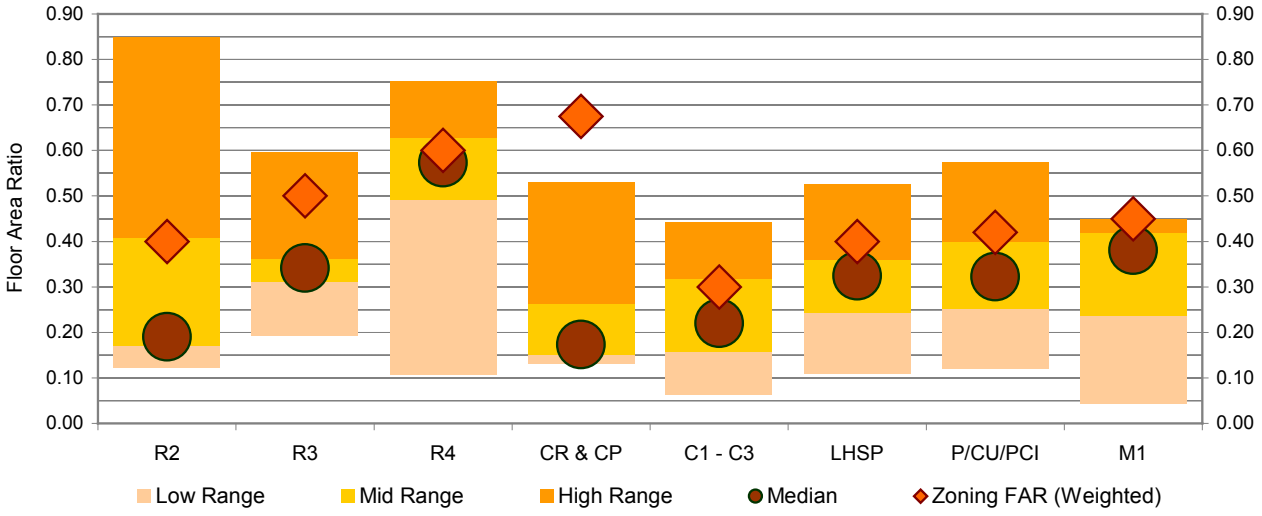


All Non-Res Parcels		Commercial Parcels		Admin-Office Parcels		Industrial Parcels		Residential Parcels	
Pctl Rank	FAR	Pctl Rank	FAR	Pctl Rank	FAR	Pctl Rank	FAR	Pctl Rank	FAR
25%	0.16	25%	0.16	25%	0.15	25%	0.16	25%	0.15
33%	0.21	33%	0.20	33%	0.21	33%	0.24	33%	0.18
Median	0.32	Median	0.30	Median	0.25	Median	0.39	Median	0.31
75%	0.42	75%	0.41	75%	0.40	75%	0.42	75%	0.42
90%	0.53	90%	0.57	90%	0.46	90%	0.45	90%	0.58

Source: Metroscan APN Data; City of La Habra GIS Data Layer; AGA

Figure 2.2-54 La Habra General Plan Potential Areas of Change—Building Intensity by Land Use Group

Comparing the current building FAR against the permitted FAR of underlying zoning allows an understanding of how well property improvements within the Potential Areas of Change meet or exceed building intensity limits prescribed under existing zoning. While current zoning does not necessarily describe the best future land use on any given property, it does identify a building intensity limit that controls existing land use. A comparison of current property utilization and the underlying zoning is indicated on Figure 2.2-55 (La Habra General Plan Potential Areas of Change—Building Intensity by Current Zoning).



	Percentile Rank Of Floor Area Ratio By Current Zoning Of Parcel							
Pctl Rank	R2	R3	R4	CR & CP	C1 - C3	LHSP	P/CU/PCI	M1
25%	0.15	0.27	0.28	0.15	0.12	0.18	0.21	0.15
33%	0.17	0.31	0.49	0.15	0.16	0.24	0.25	0.24
Median	0.19	0.34	0.57	0.17	0.22	0.32	0.32	0.38
75%	0.42	0.43	0.67	0.32	0.36	0.42	0.57	0.42
90%	0.85	0.60	0.75	0.53	0.44	0.53	0.57	0.45
Zoning	0.40	0.50	0.60	0.68	0.30	0.40	0.42	0.45

Source: Metroscan APN Data; City of La Habra GIS Data Layer; AGA

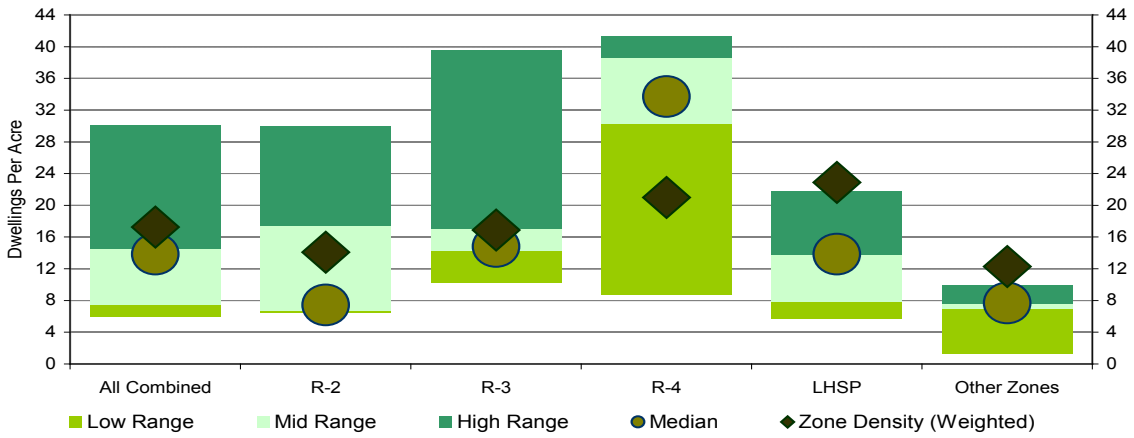
Figure 2.2-55 La Habra General Plan Potential Areas of Change—Building Intensity by Current Zoning

As shown, a wide variation in building intensity (FAR) illustrates the spectrum of property utilization within each zone represented throughout the Potential Areas of Change. The widest variation exists among properties zoned for residential (R2, R3, and R4). This wide variation can be largely attributed to the development of single-family residences on properties that also allow duplex, triplex, apartment, and condominium development. Among residentially zoned properties, the median level of utilization lags most within the R2 and R3 zone, again due to the prevalent number of single-family detached homes built on these parcels.

The median level of utilization for commercial and industrial-zoned properties adheres quite closely to the building intensity limit of the underlying zone. Properties with a CR or CP zoning designation are the exception. The low level of utilization on CP-zoned properties largely reflects single-family detached housing facing Harbor Boulevard just north of Francis Avenue in Area 1100 (refer to Figure 2.2-53

[Potential Area of Change—Economic Study Subareas]). Aside from properties with a CP or CR zoning designation, the median level of utilization describing non-residential properties consistently falls about 20.0 percent below the corresponding level of building intensity (Building FAR) suggested by underlying zoning. Roughly one-third to one-half of improved non-residential properties within the Potential Areas of Change is significantly under-developed in comparison to building intensity limits permitted under current zoning.

Figure 2.2-56 (La Habra General Plan Potential Areas of Change—Residential Utilization by Zoning) assesses the effective density of development (dwellings per acre) describing improved residential properties in both residential and non-residential zones throughout the Potential Areas of Change (over 380 properties improved with 1,035 dwellings).



	Effective Density of Parcels Developed With Residential Units					
Pctl Rank	All Combined	R-2	R-3	R-4	LHSP	Other
25%	6.8	6.7	11.9	28.1	6.9	6.4
33%	7.4	6.7	14.3	30.3	7.9	7.0
Median	13.8	7.4	14.8	33.7	13.8	7.7
75%	17.5	17.5	30.9	38.6	13.8	7.7
90%	30.0	30.0	39.6	41.3	21.8	9.9
Zoning	17.3	14.1	16.9	21.0	22.9	12.3

Source: Metroscan APN Data; City of La Habra GIS Data Layer; AGA

Figure 2.2-56 La Habra General Plan Potential Areas of Change—Residential Utilization by Zoning

Zoning typically defines an upper threshold limit of building intensity (i.e., FAR and dwellings per acre). Within the Potential Areas of Change, however, the existing unit density describing several multi-family properties significantly exceeds the density limit indicated by current zoning. The fact that actual unit density describing several properties exceeds current zoning limits suggests such properties were improved prior to current zoning standards. This observation is corroborated by Assessor data that indicates most residential structures (both single-family detached and multi-family attached) within the Potential Areas of Change were built more than 50 years ago.

Despite a high unit density describing several property locations, the median density for all residential properties combined (13.8 dwellings per acre) falls about 20.0 percent below the unit density threshold indicated by zoning for the Potential Areas of Change as a whole (17.3 dwellings per acre). The seeming disparity results because nearly one-half of residential properties zoned for multi-family attached

housing in the Potential Areas of Change have been improved with single-family detached homes. Due to the prevalence of existing single-family detached homes, the actual median level of density describing the R2 zone is about one-half the unit density threshold indicated by zoning. The median density of improved residential properties in the La Habra Boulevard Specific Plan Zone (LHSP) is also well below the current density for these properties. By comparison, the effective density that describes improved High-Density Residential properties in the Potential Areas of Change (roughly 33 dwellings per acre) exceeds the density currently permitted in the R-4 Zone (23 dwellings per acre). This disparity reflects older multi-family projects along Ridgeway Lane and La Cadena Lane. The overall low level of utilization that describes residential properties in the Potential Areas of Change is primarily due to the development of detached single-family homes on parcels zoned for varying forms of attached housing.

Future Conditions

The General Plan Update provides the opportunity to formulate a long-range vision of economic growth in the community and related policies to guide progress toward the envisioned reality. In this regard, it is useful to consider the outlook for growth in La Habra within the context of the broader economic setting to which it belongs. The success of economic development efforts intended to bolster economic growth within La Habra will be influenced by the pace and character of growth in the surrounding area.

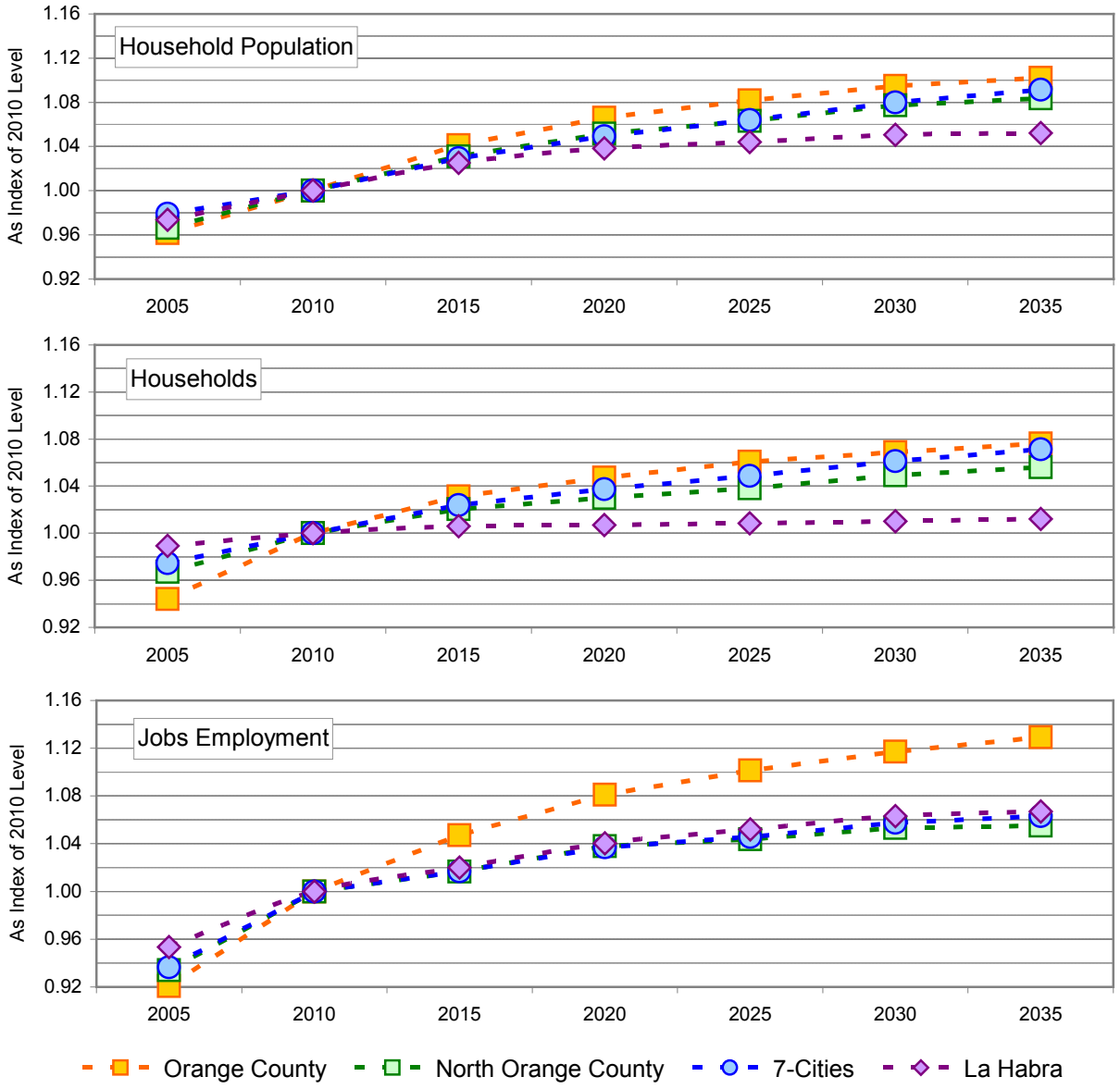
REGIONAL-BASED PROJECTIONS OF GROWTH

Long-term projections can be characterized as a best effort portrayal of expected conditions, which cannot be identified with certainty but, nonetheless, offer a needed descriptor of the future. Contemplating the long-term outlook reflects a necessary step in planning for the future of La Habra. The Southern California Association of Governments (SCAG) prepares long-term population, household, and jobs employment projections that are widely used by state, county, and local agencies to assess future growth demands and economic trends. Figure 2.2-57 (Index of Long-Term Projected Growth—La Habra and Selected Areas) summarizes SCAG's projected growth for La Habra and selected areas of influence (seven-city area, North Orange County, and Orange County) as an index of 2010 conditions.

In comparison to surrounding communities and Orange County as a whole, La Habra is projected to experience a relatively slow rate of population and household growth. The relative pace of local job growth is expected to match the rate of growth in adjoining communities (seven-city area) and North Orange County but lag behind Orange County as a whole. SCAG projections are widely used because they synthesize macro-level changes related to economic growth down to a micro-level setting (cities and Census Tracts) based on Decennial and interim statistical data and also land use planning data obtained from local municipalities. In short, SCAG projections identify how regional growth can be expected to influence local growth based on precedent trends and local land use policy.

The long-term regional planning outlook for growth in La Habra largely reflects existing land use policy and near built-out status of properties within the community. The SCAG projection of long-term growth for La Habra is summarized in Table 2.2-10 (Characteristics of Projected Growth—La Habra).

Precedent trends adjusted to account for the 2010 Census indicate La Habra has experienced very limited growth over the past 10 years. By comparison, SCAG assessment of land use policies suggest La Habra will experience moderately greater growth over the next 10 years followed by less over the following 15 years, as summarized in Table 2.2-11 (Net Increase of Projected Growth—La Habra).



Source: California Department of Finance, Southern California Association of Governments-2008 RTP, AGA

Figure 2.2-57 Index of Long-Term Projected Growth—La Habra and Selected Areas

Total population growth over the next 10 years (5,370 residents) is projected to exceed the level of total population growth experienced during the previous 10 years (less than 1,300 residents). The absolute increase in resident households and local jobs employment over the next 10 years is expected to reflect a similar growth trajectory. In effect, the SCAG outlook for growth is consistent with an underlying assumption that economic development in La Habra will be strongly primarily by incremental improvements on existing developed lands. SCAG's long-term outlook for La Habra follows a typical buildout or near-buildout scenario where the current level of property utilization (the intensity of land use development) remains relatively fixed over the foreseeable future. This projection does not take into account significant increases in resource capacity that could materialize if property utilization is significantly increased in target locations of the community.

Table 2.2-10 Characteristics of Projected Growth—La Habra						
Growth Factor	*2010*	*2015*	*2020*	*2025*	*2030*	*2035*
Population	60,240	64,780	65,610	65,970	66,390	66,480
Households	18,980	19,580	19,600	19,630	19,660	19,700
Local Jobs	19,840	20,240	20,640	20,870	21,090	21,170
Persons/Household	3.24	3.31	3.35	3.36	3.38	3.37
Workers/Household	1.37	1.38	1.38	1.39	1.39	1.40
Jobs/Household	1.02	1.04	1.06	1.07	1.08	1.08

SOURCE: 2010 Census, Southern California Association of Governments-2008 RTP, Alfred Gobar Associates.

Table 2.2-11 Net Increase of Projected Growth—La Habra				
	Total Absolute Growth		*Average Annual Growth*	
Growth Factor	*2010–2020*	*2020–2035*	*2010–2020*	*2020–2035*
Population	5,370	870	243	58
Households	130	100	13	7
Local Jobs	800	530	80	35

SOURCE: 2010 Census, Southern California Association of Governments-2008 RTP, Alfred Gobar Associates.

UTILIZATION CAPACITY IN POTENTIAL AREAS OF CHANGE

Of the 11 Potential Areas of Change previously discussed (refer to Figure 2.2-53 [Potential Areas of Change—Economic Study Subareas]), approximately one-third to one-half of the 890 parcels, comprising nearly 460 acres along major community corridors, are being utilized at levels that fall significantly short of current building intensity limits (building FAR or unit density). Non-residential buildings and rental housing represent income producing assets of property owners. The income capacity of property is strongly influenced by the amount of developed building space or land that can be leased or rented. Failure to improve income properties to a level of building intensity that generally reflects similar type properties (e.g., retail and industrial) in the surrounding area provides a good indication that effective economic use of such property is impeded. Any number of diverse and complex factors can conspire to impede effective use of property (e.g., absentee ownership, lack of credit or investment capital, market pricing limits, insufficient land area, poor location). The purpose of this property assessment is to identify alternate levels of building intensity for alternate forms of land use that may serve as an economic inducement to increase property utilization within the Potential Areas of Change.

A transformation of land use within the Potential Areas of Change is needed if La Habra expects to experience significant economic expansion fueled by growth in the broader region of Orange County. In order for realistic transformation to occur, it is necessary to create an economic inducement for current properties to transition to a higher intensity of land use capable of hosting an increased number of businesses and residents. The existing developed status of many properties within the Potential Areas of

Change poses a challenge because existing improvements already generate some measure of income for property owners. The income generating potential of replacement development must be sufficient to justify the removal or substantial alteration of existing improvements. This is a fundamental challenge of infill development. Another challenge is the small size of the 890 properties that comprise the Potential Areas of Change as detailed in Table 2.2-12 (Size Range of Properties In Potential Areas of Change).

Table 2.2-12 Size Range of Properties In Potential Areas of Change

Parcel Size (acres)	*Parcel Size (sf)*	*SFD-Res*	*MF-Res*	*MH-Res*	*Res*	*Admin.*	*Com*	*Ind*	*Non-Res*
0.00–0.05	0–2,200	17	1	0	***18***	0	6	0	***6***
0.05–0.10	2,200–4,400	5	103	0	***108***	0	13	3	***16***
0.10–0.15	4,400–6,500	85	14	0	***99***	0	56	9	***65***
0.15–0.20	6,500–8,700	53	30	0	***83***	0	49	6	***55***
0.20–0.25	8,700–10,900	3	18	0	***21***	1	33	4	***38***
0.25–0.33	10,900–14,400	8	11	0	***19***	0	29	17	***46***
0.33–0.50	14,400–21,800	2	9	1	***12***	3	68	28	***99***
0.50–0.67	21,800–29,100	2	8	0	***10***	3	28	3	***34***
0.67–0.75	29,100–32,700	1	3	0	***4***	0	16	2	***18***
0.75–1.00	32,700–43,600	5	3	0	***8***	4	28	9	***41***
1.00–1.50	43,600–65,300	0	3	0	***3***	0	24	5	***29***
1.50+	65,300+	0	3	0	***3***	3	40	12	***55***
	Total Parcels	***181***	***206***	***1***	***388***	***14***	***390***	***98***	***502***

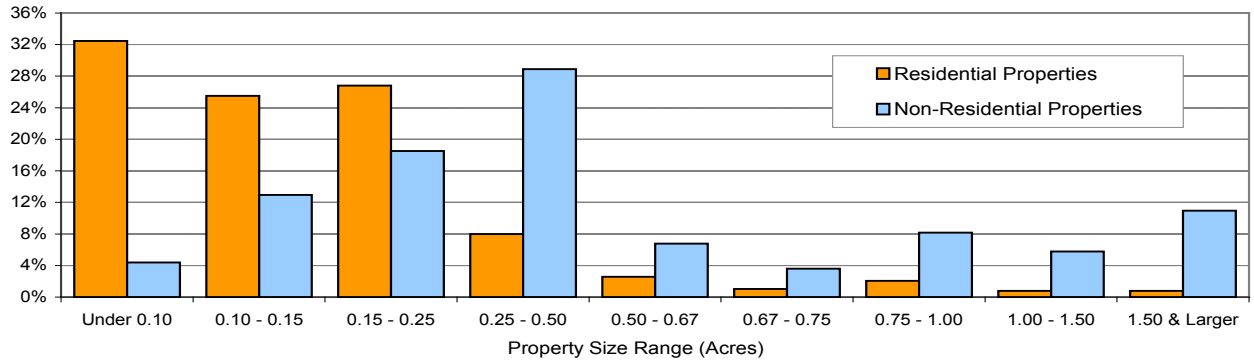
SOURCE: City of La Habra GIS Data Layer; 2010 Metroscan APN Data; Alfred Gobar Associates, 2011.

= Account for more than 25% of land use parcels

= Account for 10% to 25% of land use parcels

Over 80.0 percent of properties improved for residential purposes are less than 0.25 acre in size (about 10,000 sf) and nearly 60.0 percent are less than 0.15 acre in size (less than 6,500 sf). By comparison, 65.0 percent of properties improved for non-residential purposes are less than 0.50 acre in size (about 21,000 sf), but about 12.0 percent are larger than 1.0 acre (at least 44,000 sf). The size-range distribution of properties within the Potential Areas of Change is further illustrated on Figure 2.2-58 (Property Size Distribution in Potential Areas of Change).

There are several physical, economic, financing, and administrative challenges associated with small lot development. Limits to the scale and design of physical improvements are just two factors that can be easily understood by visiting development projects of varying size. Less visible, but equally important, is the effect lot size has on the economic capacity of development. The limited amount of building and parking area that can be constructed on a small lot restricts overall income-producing potential (by restricting the amount of space to be leased and units sold or rented) while simultaneously increasing unit construction cost. This property assessment evaluates the economic potential of development with a series of hypothetical investment scenarios that simulate value and investment return opportunity across a range of property sizes and building intensities that can be realistically expected to describe future development within the Potential Areas of Change.



Source: City of La Habra GIS Data Layer; 2010 Metroscan APN Data; AGA

Figure 2.2-58 Property Size Distribution in Potential Areas of Change

INDUSTRIAL UTILIZATION POTENTIAL

The overall building intensity of the nearly 100 properties currently improved for industrial purposes equates to an FAR of 0.25, or about 10,900 sf of building space per acre of development. Increasing the allowable building intensity (FAR) of industrial property can be expected to increase the income-producing potential of improvements. Improved economic performance can also be expected until such time corresponding increases in construction cost and property operating cost (e.g., leasing, maintenance, management, taxes, insurance, and debt service) offset potential gains in leasing income. A fundamental investment objective of property development is to make property improvements capable of generating enough income to cover the cost of construction; the cost of property management and ownership; and generate a profitable return for property owners and investors.

Property owner and investor profit is the principal economic inducement available to drive any realistic transformation of land use within the Potential Areas of Change. The capacity for profitable development varies by lot size and by intensity of development. In addition, an increase in building intensity does not necessarily translate to a corresponding increase in the profit potential of development. Table 2.2-13 (Recommended Industrial Development Intensity—Within Potential Areas of Change) summarizes the recommended increase in industrial building intensity for varying lot sizes based on several iterative simulations of investment potential associated with the economic capacity of development.

Immediately evident is that properties smaller than 0.25 acre are not recommended as suitable candidates for any significant increase in allowable building intensity for a variety of reasons, including the increased cost of construction, inability to generate sufficient lease rent to cover operating and debt service cost, and inability to support any land value. Land value represents the residual value of development after accounting for all construction cost, operating cost, and profit requirements. The ability to support land value with future development is an important consideration for the transformation of properties within the Potential Areas of Change. Land value represents the economic inducement for existing property owners to replace existing site improvements with a replacement land use of higher development intensity. From an investment perspective, land value describes how much can be paid for an existing property before existing improvements are removed and replaced with new development. The economic capacity of new industrial development (even at increased building intensities) is not sufficient to support any land value on properties smaller than 0.25 acre.

Table 2.2-13 Recommended Industrial Development Intensity—Within Potential Areas of Change									
Investment Criteria	*Not Recommended*		*Build-to-Suit Potential*				*Income Property Potential*		
Size of Parcel (Acres)	**0.15**	**0.25**	**0.33**	**0.50**	**0.75**	**1.00**	**1.50**	**2.00**	**2.50**
Threshold Floor Area Ratio (FAR)	**1.00**	**0.75**	**0.70**	**0.70**	**0.75**	**0.75**	**0.80**	**0.75**	**0.70**
Building Area (sf)	6,500	8,200	10,100	15,300	24,500	32,700	52,200	65,300	76,200
Type Parking Provided	At-Grade	At-Grade	At-Grade	At-Grade	At-Grade	At-Grade	At-Grade	At-Grade	At-Grade
On-Site Parking	0	7	12	18	23	31	37	65	93
Stalls/1,000 sf Bldg Area	0.00	0.85	1.19	1.18	0.94	0.95	0.71	0.95	1.22
Marketable Value (8.5% Cap)	$496,000	$626,000	$786,000	$1,113,000	$1,669,000	$2,224,000	$3,627,000	$4,532,000	$5,291,000
Est. Cost of Development	$507,000	$624,000	$646,000	$979,000	$1,315,000	$1,755,000	$2,134,000	$2,688,000	$3,162,000
Effective Cost/sf	$78	$76	$64	$64	$54	$54	$41	$41	$41
Total Operating Income (Lease)	$57,100	$71,900	$90,300	$127,900	$191,900	$255,600	$416,900	$520,900	$608,000
Scheduled Lease Rate per sf	$0.80	$0.80	$0.80	$0.75	$0.70	$0.70	$0.70	$0.70	$0.70
Net Operating Income	-$3,700	-$3,300	$8,400	$6,100	$23,000	$30,300	$115,400	$142,200	$163,800
Investment Performance Measures									
Implicit Land Value/sf	**Zero**	**$0**	**$10**	**$6**	**$11**	**$11**	**$23**	**$21**	**$20**
Return on Equity (65% LTV)	-2.1%	-1.5%	3.7%	1.8%	5.0%	4.9%	15.4%	15.1%	14.8%
NOI Return on All Cash Deal	8.3%	8.5%	10.3%	9.7%	10.8%	10.8%	14.4%	14.3%	14.2%

SOURCE: IREM Income-Expense Analysis; Oltman Construction Company; REED Construction Data; Alfred Gobar Associates, 2011.

Build-to-Suit potential indicates investment option attractive to businesses seeking to control long-term fixed cost of operation through building ownership. Income property potential indicates an investment option that will generate enough income from tenant leasing to warrant speculative development.

As shown, the economic potential of industrial development on parcels larger than 0.25 acre is qualified as either "Build-to-Suit" or "Income Property." Industrial development involving a minimum of 1.5 acres is recommended as an attractive income property development opportunity. At building intensities ranging from an FAR of 0.70 (about 30,000 sf per acre) to an FAR of 0.80 (nearly 35,000 sf per acre) the increased amount of building space on properties larger than 1.5 acres enables development to generate operating income, profitable returns on investment, and support land value ranging from $20 to $23 per square foot (described in 2010 dollars).

Increasing the building intensity of properties larger than 0.25 acre but smaller than 1.5 acres increases overall economic performance but not enough to attract income-property development activity. After accounting for the required cost of construction and operation, effective return on equity investment (the equity contribution to a construction loan) is low in comparison to the investment risk of constructing building space in advance of tenant lease commitments. Also, stand-alone industrial development on parcels between 0.25 and 1.5 acres in size will not support the same land value possible with development on larger properties. Industrial development on these smaller-size properties does represent a good opportunity for business owners who want to control long-term operating cost of their business operations by owning the space they occupy. In this regard, build-to-suit potential is a valid investment option for business owners weighing the cost of construction and debt service in lieu of lease payments and the potential positive income stream from leasing as a hedge against downside risks.

To summarize, recommended industrial building intensities that should be considered to induce future transformation of existing industrial properties are as follows:

- Properties smaller than 0.25 acre—No increase in building intensity can be recommended as an inducement for future development.
- Properties between 0.25 and 1.50 acres—Building intensities ranging from an FAR of 0.70 to 0.75 recommended as inducement for business owners seeking to own their occupied building.
- Properties larger than 1.50 acres—Building intensities ranging from an FAR of 0.70 to 0.80 recommended as inducement for future income-property development

The prospect of increasing industrial building intensity to induce future development raises parking issues worth noting. In order to maintain the functionality of interior industrial space, an increase in building intensity requires a decrease in the supply of on-site parking. Recommended building intensities within the Potential Areas of Change require a reduction in the amount of on-site parking that is possible without providing parking in above-grade or sub-grade structures. Indicated parking ratios for building FAR's of 0.70 and higher range from 0.95 to 1.90 parking stalls per 1,000 sf of floor area. The reduced level of on-site parking suggests on-street parking should be expected in connection with multi-tenant industrial buildings. The cost to provide structured parking in connection with industrial development (ranging from $35 to $55 per square foot of parking area) renders such development economically infeasible from an income-producing standpoint.

OFFICE UTILIZATION POTENTIAL

Fewer than 15 properties within the Potential Areas of Change can be strictly classified as administrative in nature, and many business activities associated with office use (e.g., legal, bookkeeping, and medical) exist on properties classified as hosting commercial land use. In aggregate, the building intensity of approximately 400 commercial-administrative properties currently improved for commercial purposes

equates to an FAR of 0.27, or about 11,700 sf of building space per acre of development. The economic potential supporting an increase in office building intensity has been evaluated based on several iterative simulations of investment potential used to test alternate building intensities on properties of various sizes. Table 2.2-14 (Recommended Office Development Intensity—Within Potential Areas of Change) summarizes the results of the office property utilization assessment.

Increasing office building intensity to induce dedicated office development on improved property within the Potential Areas of Change is not recommended due to the low competitive lease rates commanded by office space within the La Habra area (not expected to exceed $1.60 per square foot per month). The property utilization assessment tested economic performance using increasing building intensities ranging from an FAR of 0.40 to 1.90. The building intensities summarized above reflect the maximum building FAR possible while still generating a limited but positive income stream (net operating income) after accounting for property operating cost and debt service. Constructing office space at a higher FAR (FAR above 0.40) involves higher development cost associated with structured parking which results in negative operating income performance. The assessment indicates development value associated with net operating income is not sufficiently high to support any land value. Similarly, the potential return on investment is not sufficiently high to justify the risk of building office space in advance of lease commitments. Increased building intensities are identified to demonstrate some economic potential does exists for "build-to-suit" investment appealing to companies seeking to own the space they occupy.

To summarize, recommended office building intensities that should be considered to induce future transformation of existing commercial properties are as follows:

- All Property Sizes—No increase in building intensity can be recommended as inducement for income-property development.
- All Property Sizes—Building intensities ranging from an FAR of 0.70 to 0.90 recommended as an inducement for corporations or business owners seeking to own their occupied building.

RETAIL UTILIZATION POTENTIAL

The building intensity of nearly 400 commercial properties within the Potential Areas of Change improved for commercial purposes equates to an FAR of 0.27, or about 11,700 sf of building space per acre of development. Economic potential associated with an increase in retail building intensity has been evaluated based on several iterative simulations of investment potential used to test alternate building intensities on properties of various sizes. Table 2.2-15 (Recommended Retail Development Intensity—Within Potential Areas of Change) summarizes the results of the retail property utilization assessment.

Increasing allowed building intensity to induce additional retail development on properties smaller than 0.50 acre in size is not recommended. Income potential from such small-scale retail development is not sufficient to support land value that can induce a turnover of existing improved property. In addition, the net increase in retail floor space created on such small parcels is not enough to host more than two to three stand-alone retail operations. Commercial land use along La Habra Boulevard and Whittier Boulevard is already impacted by a proliferation of small-scale stand-alone retail facilities. Increasing allowed building intensity on properties exceeding 0.50 acre is recommended because the economic capacity of development is sufficient to support land values exceeding $20 per square foot (described in 2010 dollars). In addition, the clustering of retail storefronts in distinct nodes that allow for multiple purchases in a single shopping trip is only possible with a minimum of 8,000 to 10,000 sf of retail space.

Table 2.2-14 Recommended Office Development Intensity—Within Potential Areas of Change									
Investment Criteria	***Not Recommended As Income Investment Due to Weak lease Rate Potential***								
Size of Parcel (Acres)	**0.15**	**0.25**	**0.50**	**0.67**	**0.75**	**1.00**	**1.25**	**1.50**	**2.00**
Threshold Floor Area Ratio (FAR)	**0.70**	**0.70**	**0.70**	**0.85**	**0.90**	**0.90**	**0.90**	**0.90**	**0.90**
Building Area (sf)	4,600	7,600	15,300	24,700	29,400	39,200	49,100	58,800	78,400
Type of Parking	Grnd Floor	Grnd Floor	Grnd Floor	Grnd Floor	Grnd Floor	Grnd Floor	Grnd Floor	Grnd Floor	Grnd Floor
On-Site Parking	15	27	58	79	90	121	152	183	245
Stalls/1,000 sf Bldg Area	3.3	3.6	3.8	3.2	3.1	3.1	3.1	3.1	3.1
Est Value of Dev ($1,000s)	$505	$845	$1,778	$2,962	$3,516	$4,689	$5,874	$7,047	$9,392
Est. Cost of Dev ($1,000s)	$701	$1,143	$2,219	$3,421	$4,010	$5,162	$6,313	$7,370	$9,321
Overall Cost per sf Bldg Area	$152	$150	$145	$139	$136	$132	$129	$125	$119
Total Operating Income (Lease)	$76,800	$128,640	$270,720	$451,200	$535,680	$714,240	$894,720	$1,073,280	$1,430,400
Scheduled Lease Rate per sf	$1.60	$1.60	$1.60	$1.60	$1.60	$1.60	$1.60	$1.60	$1.60
Net Operating Income	$1,500	$4,400	$20,200	$50,000	$62,300	$94,100	$126,900	$164,200	$248,400
Investment Performance Measures									
Implicit Land Value/SF Lot Area	**Zero**	**Zero**	**Zero**	**Zero**	**Zero**	**Zero**	**Zero**	**Zero**	**$1**
Return on Equity (65% LTV)	0.6%	1.1%	2.6%	4.2%	4.4%	5.2%	5.7%	6.4%	7.6%
NOI Return on All Cash Deal	6.1%	6.3%	6.8%	7.4%	7.5%	7.7%	7.9%	8.1%	8.6%

SOURCE: IREM Income-Expense Analysis; REED Construction Data; Alfred Gobar Associates, 2011.

A substantial increase in the effective lease rate to $2.00 per square foot improves overall investment performance enough to support $12 to $28 per square foot in land value for parcels ranging in size from 0.75 to 2.0 acres. Income investment on lots smaller than 0.75 acre not recommended.

Table 2.2-15 Recommended Retail Development Intensity—Within Potential Areas of Change									
Investment Criteria	***Not Recommended***		***Recommended Income Property Development***						
Size of Parcel (Acres)	**0.15**	**0.25**	**0.50**	**0.67**	**0.75**	**1.00**	**1.25**	**1.50**	**2.00**
Threshold Floor Area Ratio (FAR)	**0.40**	**0.40**	**0.40**	**0.40**	**0.40**	**0.40**	**0.40**	**0.40**	**0.40**
Building Area (sf)	2,600	4,400	8,700	11,600	13,100	17,400	21,800	26,100	34,800
Type of Parking	At-Grade	At-Grade	At-Grade	At-Grade	At-Grade	At-Grade	At-Grade	At-Grade	At-Grade
On-Site Parking	11	18	37	50	56	74	93	112	149
Stalls/1,000 sf Bldg Area	4.2	4.1	4.3	4.3	4.3	4.3	4.3	4.3	4.3
Est Value of Dev ($1,000s)	$384	$666	$1,300	$1,832	$2,065	$2,748	$3,514	$4,214	$5,712
Est. Cost of Dev ($1,000s)	$304	$496	$884	$1,172	$1,316	$1,739	$2,149	$2,538	$3,337
Overall Cost per sf Bldg Area	$117	$113	$102	$101	$100	$100	$99	$97	$96
Total Operating Income (Lease)	$47,200	$82,100	$160,100	$225,700	$254,400	$338,600	$433,000	$519,200	$693,600
Scheduled Lease Rate per sf	$1.90	$1.90	$1.90	$1.90	$1.90	$1.90	$1.90	$1.90	$1.90
Net Operating Income	$14,600	$27,400	$58,300	$86,500	$97,900	$131,000	$171,900	$208,500	$288,600
Investment Performance Measures									
Implicit Land Value/SF Lot Area	**$12**	**$16**	**$19**	**$23**	**$23**	**$23**	**$25**	**$26**	**$27**
Return on Equity (65% LTV)	13.8%	15.7%	18.9%	21.1%	21.2%	$21.5%	$22.9%	$23.5%	24.7%
NOI Return on All Cash Deal	10.7%	11.4%	12.5%	13.3%	13.3%	13.4%	13.9%	14.1%	14.5%

SOURCE: IREM Income-Expense Analysis; REED Construction Data; Alfred Gobar Associates, 2011.
Income property potential indicates an investment option that will generate enough income from tenant leasing to warrant speculative development.

It should be noted that the recommended increase in retail building intensity does not exceed a FAR of 0.40 or approximately 17,400 sf of building space per acre of development. This is the maximum intensity possible while ensuring retail storefronts a ground-level location and at-grade customer parking at a ratio that approaches four spaces per 1,000 sf of floor area. Based on a hypothetical allowance of 350 sf per parking space, a theoretical parking ratio of four spaces per 1,000 sf of floor area is possible. In practice, some form of reciprocal parking with adjacent land use will likely be required to achieve parking ratios significantly higher than three spaces per 1,000 sf of floor area and still provide for parking ingress and egress, store loading areas, and limited perimeter landscaping. The ability to command lease rates approaching $2.00 per square foot in the Potential Areas of Change is only possible if prospective tenants are provided good visibility to pedestrian or vehicle traffic and patrons are not required to negotiate a sub-grade or above-grade parking structure as part of their shopping trip. Whenever provided in connection with a mixed-use development program, retail space must command a prime ground-floor location, with ancillary office, personal service, or residential land use commanding aboveground floor space as appropriate. A retail program that relies on extensive amounts of aboveground storefront space will not achieve the effective lease rates used to assess economic potential of intensified retail development. The benchmark lease rate describing dedicated office development ($1.50 to $1.60 per square foot per month) reflects the expected lease rate that newly developed aboveground retail space can presently command within the Potential Areas of Change. The effective reduction in lease income generated from aboveground storefront space also reduces supportable land value by roughly 20.0 percent.

To summarize, recommended retail building intensities that should be considered to induce future transformation of existing commercial properties are as follows:

- Properties smaller than 0.50 acre—No increase in building intensity can be recommended as an inducement for income-property development.
- Properties larger than 0.50 acre—Building intensities up to an FAR of 0.40 recommended as an inducement for income property development.

RESIDENTIAL UTILIZATION POTENTIAL

The aggregate building intensity of nearly 390 residential properties within the Potential Areas of Change improved with housing equates to 12.8 dwelling units per acre. Residential properties within the Potential Areas of Change are improved with two basic forms of housing—single-family detached units and multi-family attached units. The effective density of 180 single-family detached properties equates to 5.4 dwelling units per acre, and the corresponding density of multi-family properties equates to 17.6 dwelling units per acre.

All 390 residential properties have been included in the Potential Areas of Change because they are in prime locations where an increase in the supply of housing would have a significant positive contribution to overall economic activity within the City of La Habra. The need to provide increased housing within the Potential Areas of Change is not strictly limited to properties currently improved with housing. Many commercial properties along La Habra Boulevard, Whittier Boulevard, and throughout all locations of the Potential Areas of Change are also prime candidate locations for infill development that adds to the supply of housing within La Habra. Multi-family housing is the principal form of residential land use with sufficient economic capacity to induce future infill development either as rental housing or ownership housing. The quality of multi-family construction and design required to attract renters and homebuyers

alike has resulted in a convergence in function and appearance that previously distinguished rental and ownership housing. This property utilization assessment assumes the design and function of future multi-family housing within the Potential Areas of Change is essentially the same whether constructed for rental or ownership.

Economic potential associated with an increase in permitted rental housing density has been evaluated based on several iterative simulations of investment potential used to test alternate building intensities on properties of various sizes. Table 2.2-16 (Recommended Rental Housing Density—Within Potential Areas of Change) summarizes the results of the rental housing utilization assessment.

As shown, a minimum scale of development is needed before an increase in unit density can be recommended to induce future multi-family rental housing on previously improved properties. The economic capacity of multi-family rental housing on properties smaller than 0.50 acre is not sufficient to support any land value across the range of residential density evaluated as part of this assessment (ranging from 24 to 96 dwelling units per acre). By comparison, an increase in density to 48 units per acre is recommended for multi-family housing development involving properties of at least 1.0 acre in size based on a market rental rate of $1.50 per square foot of habitable space or $1,650 per month per unit on average. The income-generating capacity of rental housing built at 48 units per acre (designed with two to three levels of residential living over ground-level parking) is sufficient to generate profitable returns on investment and support land value ranging from $20 to $32 per square foot. At densities exceeding 48 units per acre, the ability to generate profits and support land value is reduced, due to current market limits on rents that can be charged and the added cost of building structured parking (estimated at roughly $35 per square foot for an above-grade structure). Increasing the allowed unit density for multi-family rental housing on properties between 0.50 and 1.00 acre in size enables the development to generate a positive income stream from rent but lacks the economic capacity to support more than $12 per square foot in land value. An increase in density to induce future multi-family housing development on previously improved properties between 0.50 and 1.00 acre in size receives conditional recommendation due to current market limits on rental pricing in the La Habra area. The ability to charge higher rent in the La Habra area bolsters the economic performance of multi-family housing on properties between 0.50 and 1.00 acre in size. An 8.0 percent increase in effective rent generates sufficient rental income to support profitable returns on investment and land value ranging from $20 to $30 per square foot on properties between 0.50 and 1.00 acre in size. Over the near-term significantly increasing rental rates for multi-family housing in the La Habra area remains a challenge.

To summarize, recommended increases in unit density that should be considered to induce future transformation of developed properties for multi-family rental housing are as follows:

- Properties smaller than 0.50 acre—No increase in unit density can be recommended as an inducement for income-property development.
- Properties between 0.50 and 1.00 acre—Residential unit density increase to 48 units per acre is recommended on condition the La Habra market can support higher effective rents.
- Properties larger than 1.00 acre—Residential unit density increase to 48 units per acre is recommended as an inducement for income property development.

Table 2.2-16 Recommended Rental Housing Density—Within Potential Areas of Change									
Investment Criteria	*Not Recommended*		*Limited Income Potential*			*Recommended Income Investment*			
Size of Parcel (Acres)	**0.15**	**0.25**	**0.50**	**0.67**	**0.75**	**1.00**	**1.25**	**1.50**	**2.00**
Threshold Density (Units/Acre)	**48**	**48**	**40**	**48**	**48**	**48**	**48**	**48**	**48**
Total Dwelling Units	7	12	20	32	36	48	60	72	96
Avg Unit Size (sf—Livable)	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100
Building Area	8,800	15,050	25,100	40,150	45,150	60,200	75,250	90,300	120,400
Effective Parking/Unit	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Total On-Site Parking	18	30	50	80	90	120	150	180	240
Parking/Circ Area	6,300	10,500	17,500	28,000	31,500	42,000	52,500	63,000	84,000
Type of Parking Provided	Grnd Flr	Grnd Flr	Grnd Flr	Grnd Flr	Grnd Flr	Grnd Flr	Grnd Flr	Grnd Flr	Grnd Flr
Building FAR (Excl. Pkg)	1.35	1.38	1.15	1.38	1.38	1.38	1.38	1.38	1.38
Est Value of Dev ($1,000s)	$1,182	$2,027	$3,379	$5,387	$6,061	$8,081	$10,101	$12,121	$16,162
Est. Cost of Dev ($1,000s)	$1,250	$2,071	$3,293	$5,168	$5,711	$7,216	$8,524	$10,023	$13,343
Overall Cost per sf Bldg Area	$142	$138	$131	$129	$126	$120	$113	$111	$111
Total Operating Income (Rents)	$131,700	$225,700	$376,200	$601,900	$677,200	$902,900	$1,128,600	$1,354,300	$1,805,800
Scheduled Rent per Unit	$1,650	$1,650	$1,650	$1,650	$1,650	$1,650	$1,650	$1,650	$1,650
Net Operating Income (NOI)	$26,700	$50,100	$93,000	$153,000	$178,300	$261,300	$355,700	$439,000	$586,700
Investment Performance Measures									
Implicit Land Value/SF Lot Area	**Zero**	**Zero**	**$4**	**$8**	**$11**	**$20**	**$29**	**$32**	**$32**
Return on Equity (65% LTV)	6.1%	6.9%	8.1%	8.5%	8.9%	10.3%	11.9%	12.5%	12.6%
NOI Return on All Cash Deal	8.0%	8.3%	8.7%	8.9%	9.0%	9.5%	10.1%	10.3%	10.3%

SOURCE: IREM Income-Expense Analysis; REED Construction Data; Alfred Gobar Associates, 2011.

Economic potential associated with an increase in ownership housing density has been evaluated based on several iterative simulations of investment potential used to test alternate building intensities on properties of various sizes. Table 2.2-17 (Recommended Ownership Housing Density—Within Potential Areas of Change) summarizes the results of the ownership housing utilization assessment.

Due to the limited scale of development and corresponding limit on economic capacity, an increase in unit density to induce multi-family ownership housing on properties smaller than 0.50 acre is not recommended. An increase in allowable unit density to 48 units per acre is recommended for multi-family ownership housing on properties larger than 1.00 acre in size based on a near-term market pricing outlook of nearly $235 per square foot, or average of $258,000 per multi-family housing unit. Due to the time required to construct and sell ownership units, the investment value of development has been calculated using a 9.0 percent discount rate over a 2-year construction and marketing period for a complex designed with two to three levels of residential living over ground-level parking. The investment value of development on properties larger than 1.00 acre is sufficient to generate a profitable return and support $25 to $40 in per square foot land value. Due to the high cost of structured parking, the economic capacity of multi-family housing at densities exceeding 48 units per acre declines based on the current pricing outlook in La Habra. At an average pricing level of $258,000 per unit, effective project density must be increased to at least 80 units per acre to support the same land value that can be supported at a density of 48 units per acre.

Increasing allowed density on previously improved properties between 0.50 and 1.00 acre in size provides a limited increase in development potential, given the near-term pricing outlook for multi-family ownership housing in La Habra. Based on an average pricing level of $258,000 per unit, development of multi-family housing on 0.50- to 1.00-acre properties has limited capacity to generate positive returns on investment and can only support land values ranging from $10 to $14 in per square foot of lot area. A 5.0 percent increase in unit pricing bolsters overall economic potential enough to boost supportable land value above $20 per square foot of lot area on properties at least 0.67 acre in size. Assuming a 5.0 percent increase in multi-family unit pricing can be realized within the Potential Areas of Change, increasing multi-family density to 48 units per acre on 0.50- to 1.00-acre properties may provide an effective inducement for future land use transformation.

To summarize, recommended increases in unit density that should be considered to induce future transformation of developed properties for multi-family ownership housing are as follows:

- Properties smaller than 0.50 acre—No increase in unit density can be recommended as an inducement for income-property development.
- Properties between 0.50 and 1.00 acre—Residential unit density increase to 48 units per acre is recommended on condition the La Habra market can support higher unit pricing.
- Properties larger than 1.00 acre—Residential unit density increase to 48 units per acre is recommended as an inducement for income property development.

Table 2.2-17 Recommended Ownership Housing Density—Within Potential Areas of Change									
Investment Criteria	*Not Recommended*		*Limited Development Potential*			*Recommended Development Investment*			
Size of Parcel (Acres)	**0.15**	**0.25**	**0.50**	**0.67**	**0.75**	**1.00**	**1.25**	**1.50**	**2.00**
Threshold Density (Units/Acre)	**40**	**40**	**40**	**48**	**48**	**48**	**48**	**48**	**48**
Total Dwelling Units	6	10	20	32	36	48	60	72	96
Avg Unit Size (sf—Livable)	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100
Building Area	7,550	12,550	25,100	40,150	45,150	60,200	75,250	90,300	120,400
Effective Parking/Unit	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
Total On-Site Parking	15	25	50	80	90	120	150	180	240
Parking/Circ Area	5,300	8,800	17,500	28,000	31,500	42,000	52,500	63,000	84,000
Type of Parking Provided	Grnd Flr	Grnd Flr	Grnd Flr	Grnd Flr	Grnd Flr	Grnd Flr	Grnd Flr	Grnd Flr	Grnd Flr
Building FAR (Excl. Pkg)	1.16	1.15	1.15	1.38	1.38	1.38	1.38	1.38	1.38
Overall Cost of Dev ($1,000s)	$1,294	$2,095	$3,953	$6,205	$6,856	$8,662	$10,230	$12,030	$16,015
Overall Cost per sf Bldg Area	$171	$167	$157	$155	$152	$144	$136	$133	$133
Total Unit Sales—Unadj ($1,000s)	$1,547	$2,579	$5,158	$8,253	$9,284	$12,379	$15,474	$18,569	$24,758
Eff. Price/Unit—Unadj	$257,900	$257,900	$257,900	$257,900	$257,900	$257,900	$257,900	$257,900	$257,900
Discounted Dev Value ($1,000s)*	$1,326	$2,210	$4,420	$7,072	$7,956	$10,608	$13,260	$15,912	$21,216
Investment Performance Measures									
Implicit Land Value/SF Lot Area	**Zero**	**Zero**	**$5**	**$10**	**$14**	**$25**	**$36**	**$40**	**$40**
Net Return on LTV Equity**	0.0%	0.0%	1.9%	11.0%	15.5%	29.6%	45.3%	51.1%	51.6%
Net Return on All Cash Deal**	0.0%	0.0%	0.8%	4.6%	6.5%	12.4%	19.0%	221.4%	21.6%

SOURCE: IREM Income-Expense Analysis; REED Construction Data; Alfred Gobar Associates, 2011.

* Assumes 9.0% discount rate over 2-year construction and sales period.

** Net return calculated after deducting $20 per square foot allowance for land assembly cost.

MIXED-USE UTILIZATION POTENTIAL

There are not any properties within the Potential Areas of Change that characterize most contemporary visions of mixed-use development, yet there are numerous properties that simultaneously host a variety of land use activities commonly associated with mixed-use development—residential, office, retail, and lodging. As the name implies, "mixed-use" can be described as a land use concept that integrates distinctly different activities in a designated location. Mixed-use development can encompass a single property, a group of adjoining properties, or a district where an assembly of distinct land use exists on several properties. The physical design of mixed-use development can also reflect a horizontal or vertical arrangement of distinct land uses and related improvements. Mixed-use is a form of development that requires increased building intensities so that diverse land uses can simultaneously exist in a pedestrian scale setting. A vertical mix of land use on a single site reflects a popular vision of mixed-use based on the vertical integration of land use (different land uses on different building levels). A vertical mix of land use permits the assembly of distinct lifestyle and employment functions in a single location and facilitates pedestrian movement between activities but also involves increased cost to design and construct such integrated spaces. A horizontal mix of land use within a district or group of properties generally involves less cost and can provide a pedestrian-oriented mix of activities, provided the geographic reach of such a district is not too expansive. Increasing building intensity within the Potential Areas of Change is necessary if La Habra seeks to increase local business activity and household population in conjunction with long-term economic growth anticipated throughout the broader Orange County region. Mixed use represents a promising development alternative that can increase the level of business activity and resident population within the Potential Areas of Change.

Results from the assessment of development potential for individual forms of land use described above also provide insight about conditions that serve to impede and facilitate mixed-use development within the Potential Areas of Change. Economic constraints that limit the potential to develop individual forms of land use on small lots (e.g., reduced income potential, elevated cost, and low land value) also present a challenge for a vertical form of mixed-use development on properties less than 1.5 acres in size. The minimum 1.5-acre lot size required to warrant a vertical mixed-use development in La Habra poses a challenge because more than 75.0 percent of existing properties are smaller than 0.50 acre and over 50.0 percent are smaller than 0.20 acres. Also, the long time period required to assemble enough properties to create a project site of sufficient size adds to the challenge of transforming vast sections of the Potential Areas of Change with vertical mixed-use development. Despite these challenges, the need remains to facilitate a more intensive mix of land use into cohesive nodes of pedestrian-oriented development in order to increase business and resident activity in the community.

Economic potential associated with a vertical mixed-use development has been evaluated based on several iterative simulations of investment potential used to test alternate building intensities on properties of various sizes exceeding 1.0 acre. Table 2.2-18 (Recommended Mixed-Use Development Intensity—Within Potential Areas of Change) summarizes the results of the mixed-use utilization assessment.

Table 2.2-18 Recommended Mixed-Use Development Intensity—Within Potential Areas of Change								
Investment Criteria	*Mix of Retail-Ownership Housing*				*Mix of Retail-Rental Housing*			
Site Size (Ac)	**1.00**	**1.50**	**2.00**	**3.00**	**1.00**	**1.50**	**2.00**	**3.00**
Site Area (sf)	43,560	65,340	87,120	130,680	43,560	65,340	87,120	130,680
Total Building Area (sf)	97,700	116,400	155,200	232,900	97,700	116,400	155,200	232,900
Commercial Space	17,400	26,100	34,800	52,300	17,400	26,100	34,800	52,300
Residential Space	80,300	90,300	120,400	180,600	80,300	90,300	120,400	180,600
Number of Units	64	72	96	144	64	72	96	144
Eff Unit Density	**64/Acre**	**48/Acre**	**48/Acre**	**48/Acre**	**64/Acre**	**48/Acre**	**48/Acre**	**48/Acre**
Overall Bldg FAR	**2.24**	**1.78**	**1.78**	**1.78**	**2.24**	**1.78**	**1.78**	**1.78**
Total On-Site Parking	234	292	389	584	234	292	389	584
Commercial Spaces	74	112	149	224	74	112	149	224
Commercial Parking Ratio	4.25 /Ksf	4.29 /Ksf	4.28 /Ksf	4.28 /Ksf	4.25 /Ksf	4.29 /Ksf	4.28 /Ksf	4.28 /Ksf
Residential Spaces	160	180	240	360	160	180	240	360
Residential Parking Ratio	2.50 /Unit	2.50 /Unit	2.50 /Unit	2.50 /Unit	2.50 /Unit	2.50 /Unit	2.50 /Unit	2.50 /Unit
Unit Lease-Sale Values								
Grnd-Flr Comm'l (Rent/sf)	$1.90	$1.90	$1.90	$1.90	$1.90	$1.90	$1.90	$1.90
Upper-Flr Comm'l (Rent/sf)	n.a.p.	n.a.p.	n.a.p.	n.a.p.	n.a.p.	n.a.p.	n.a.p.	n.a.p.
Rental Housing (Rent/Unit)	n.a.p.	n.a.p.	n.a.p.	n.a.p.	$1,740	$1,740	$1,740	$1,740
Owner Housing (Price/Unit)	$257,900	$257,900	$257,900	$257,900	n.a.p.	n.a.p.	n.a.p.	n.a.p.
Overall Cost of Development	$14,148,000	$16,493,000	$21,847,000	$32,302,000	$12,158,000	$14,256,000	$18,876,000	$27,877,000
Cost / sf Bldg Area	$145	$142	$141	$139	$124	$122	$122	$120
Commercial Space & Pkg	$1,739,000	$2,538,000	$3,337,000	$4,800,000	$1,739,000	$2,538,000	$3,337,000	$4,800,000
Cost / sf Bldg Area	$100	$97	$96	$92	$100	$97	$96	$92
Residential Space & Pkg	$12,409,000	$13,955,000	$18,510,000	$27,502,000	$10,419,000	$11,718,000	$15,539,000	$23,077,000

Table 2.2-18 Recommended Mixed-Use Development Intensity—Within Potential Areas of Change								
Investment Criteria	***Mix of Retail-Ownership Housing***				***Mix of Retail-Rental Housing***			
Cost / sf Bldg Area	$176	$176	$175	$174	$148	$148	$147	$146
Estimated Development Value	$16,636,000	$19,838,000	$26,544,000	$39,815,000	$14,295,000	$17,205,000	$23,033,000	$34,548,000
Value / sf Bldg Area	$170	$170	$171	$171	$146	$148	$148	$148
Target Profit Allow-9%	$1,497,000	$1,785,000	$2,389,000	$3,583,000	$1,287,000	$1,548,000	$2,073,000	$3,109,000
Residual Land Value	$991,000	$1,560,000	$2,308,000	$3,930,000	$850,000	$1,401,000	$2,084,000	$3,562,000
Value / sf Lot Area	**$23**	**$24**	**$26**	**$30**	**$20**	**$21**	**$24**	**$27**

SOURCE: IREM Income-Expense Analysis; REED Construction Data; Alfred Gobar Associates, 2011.

A variety of land use combinations were used to evaluate the economic capacity of alternate vertical mixed-use development scenarios as a way to induce greater utilization of property within the Potential Areas of Change. Vertical mixed-use development programs incorporating dedicated office and above-ground retail also were evaluated but ultimately eliminated due to the limited lease rate potential and related effect on land value. The vertical mixed-use concepts addressed in this study assessment include a mix of retail and multi-family ownership housing and mix of retail and multi-family rental housing on properties ranging in size from 1.0 to 3.0 acres. Also, several multi-family housing density scenarios (from 40 to 96 units per acre) were evaluated to assess the effect of unit density on economic potential. The retail component was set at an FAR of 0.40 in order to maximize leasable floor space while providing for a ground-level shopping experience.

The overall cost of development is higher for each vertical mixed-use development scenario than is true for each individual land use evaluated as a standalone project. The higher cost results from the need to provide on-site parking in multi-level structures. Within the property size range evaluated, recommended development intensity is expected to require building structures up to five levels in height. The identified rental income and sales revenue performance of each mixed-use scenario reflects the same pricing levels used to evaluate each land use component individually, with the exception of multi-family rental housing. Multi-family rental housing rates were increased 5.0 percent to account for a broader array of amenities that can be offered with larger rental projects; to account for the added cost of development; and to achieve supportable land value that compares more closely to values that can be realized with an ownership form of housing.

For vertical mixed-use development on properties smaller than 1.5 acres in size, an increase in unit density to 64 dwelling units per acre is required to support a land value above $20 per square foot while also enabling a target return on development. On properties larger than 1.5 acres, a unit density of 48 dwellings per acre enables the development program to support land value ranging from $20 to $30 per square foot. Based on indicated rental rates and sale prices for multi-family housing, ownership housing supports about 10.0 percent greater land value than rental housing.

Within the market pricing limits identified for multi-family ownership housing, increasing unit density above 48 units per acre reduces overall economic performance of each development scenario due to the added cost of constructing higher building structures. At densities ranging from 48 to 72 units per acre, the overall land value that can be supported declines to approximately $17 per square foot of lot area. The ability to achieve a moderate increase in the for-sale price of housing has a positive effect on the economic capacity of development with higher unit density. Assuming a 5.0 percent increase in the marketable value of units sold (about $271,000 per unit), a mixed-use development has enough economic capacity to support land values ranging from $23 to $40 per square foot of lot area at densities ranging from 56 to 96 units per acre on properties ranging in size from 1.5- to 3.0-acres.

The vertical mixed-use development scenarios evaluated by this assessment assume rental housing achieves a 5.0 percent rate premium over similar projects in La Habra on smaller lots. Due to the rental income limit of multi-family housing in La Habra, increases in unit density above 48 dwelling units per acre effectively eliminates the capacity to support land value due to the added cost of constructing higher building structures.

To summarize, the scale and intensity of mixed-use development recommended to induce future transformation of developed properties is as follows:

- Properties smaller than 1.00 acre—Development employing a vertical mix of land use is not a recommended form of development for smaller-sized properties. Instead, small properties should be assembled to create larger blocks of land area that warrant vertical mixed-use or should be included as part of a horizontal mixed-use district.
- Properties between 1.00 and 1.50 acres—Development employing a vertical mix of land use poses a unique design and cost challenge on properties between 1.0 and 1.5 acres in size but is recommended if allowed to include housing unit densities up to 64 dwelling units per acre.
- Properties larger than 1.50 acres—Properties of 1.50 acres and larger provide the best opportunities for development that employs a vertical mix of land use. Vertical mixed-use development with ground-level retail commercial space and multi-family housing density of 48 units per acre is recommended as a valid option to induce income property development on existing properties.

POPULATION-EMPLOYMENT EFFECT OF INCREASED PROPERTY UTILIZATION

Increasing allowable building intensities within the Potential Areas of Change will result in a net increase in population and employment (local jobs) on existing properties that ultimately develop to a higher level of utilization. The number of existing properties that will be transformed to support increased utilization over the next 25 years cannot be determined with certainty. Identifying the incremental effect of future transformation, however, provides useful insight about the increase in local employment and resident population that can be reasonably expected with each increment of development. Table 2.2-19 (Estimated Population-Employment Increases within Potential Areas of Change) characterizes the effective net increase in resident population and local employment associated with distinct forms of land use development.

Future multi-family housing developed at the level of intensity recommended within the Potential Areas of Change (48 dwelling units per acre) will host approximately 144 residents per acre of developed property. This intensity of development translates to a net increase of approximately 102 residents per acre of existing residential property replaced with new multi-family housing. Similarly, future industrial development with a building FAR ranging from 0.70 to 0.80 will host nearly 60 workers per acre of development. This level of industrial land use intensity represents a net increase of approximately 25 workers per acre of existing commercial or industrial property replaced with new industrial development.

Table 2.2-19 Estimated Population-Employment Increases within Potential Areas of Change

Land Use/Population/Employment Criteria	Existing Land Use Conditions			Recommended Land Use Intensification			
	Residential	Commercial	Industrial	Multi-Family	Retail	Office	Industrial
Land Use Building Intensity							
Units per Acre (Average)	12.8	—	—	48.0	—	—	—
Building Floor Area Ratio	—	0.23	0.23	—	0.40	0.80	0.75
Population-Employment Factor							
Population per Household	3.3*	—	—	3.0	—	—	—
Floor Space per Job	—	291*	291*	—	500	300	550
Population-Employment per Acre of Development							
Population per Acre	42	—	—	144	—	—	—
Employment per Acre	—	34	34	—	35	116	59
Increase In Population-Employment per Acre of New Development							
Multi-Family	102	—	—	—	—	—	—
Retail	—	1	1	—	—	—	—
Office	—	82	82	—	—	—	—
Industrial	—	25	25	—	—	—	—

SOURCE: City of La Habra GIS Data Layer; 2010 Metroscan APN Data; Alfred Gobar Associates, 2011.

* Estimated average for existing conditions based on estimated Citywide average.

Issues/Implications

Several existing conditions and trends will influence economic development within the City of La Habra. This section summarizes several fundamental factors and related issues that should be anticipated if La Habra is to actively participate and benefit from long-term economic growth in the region.

An underlying issue that has far-reaching implications for future economic development is the near built-out status of La Habra, with little or no vacant property available to accommodate new development. Within growing communities, economic development often relies on the utilization of otherwise idle property resources to host an expanding supply of land use development and related human and business capital. The challenge for La Habra is a lack of readily available property not already utilized in some form or fashion for residential living or some type of business activity. A lack of undeveloped property implies the need to focus on the current level of utilization that describes existing land use and how underutilized forms of development may be transformed or otherwise intensified to accommodate a greater level of economic activity. Key factors and related issues and implications for economic development are summarized below.

RESIDENT POPULATION

To a great extent, the resident population constitutes the social fabric that defines a community. The resident population is a key demand driver for many forms of land use (e.g., retail shops, schools, and parks) associated with a quality lifestyle environment. The resident population also represents a convenient source of labor and skills available to satisfy local business needs. Both quantitative and qualitative factors describing La Habra's resident population can be expected to influence the economic health of the community and prospects for future economic growth.

- 2010 Census data indicates the resident population of La Habra has increased at a very slow pace over the past 10 years (less than 130 residents per year). SCAG growth projections suggest La Habra's resident population will increase at a more moderate pace over the next 10 years (about 540 residents per year) in response to regional growth pressure. Despite the anticipated increase in population growth, regional growth projections anticipate a relatively slower pace of growth in La Habra over the next 25 years than is true of Orange County.
- The slow pace of population growth is affecting the median age of the community, which increased from 31.6 years in 2000 to 33.6 years in 2010 according to Census data. The increase in median age can also be attributed to a drop in Gen-Xer and Millennial age adults (ages 20 to 34) as a share of the resident population and an increase in Baby-Boomer age adults nearing retirement (age 55 to 64). An aging workforce implies retirees will constitute an increasing share of La Habra's resident population over the next 10 to 20 years.
- Over the last 10 years, the resident population of La Habra has become more heterogeneous, in terms of its racial-ethnic composition, and more knowledgeable, in terms of educational achievement. The share of adults with a high school diploma has increased, while the share of adults lacking a high school degree has decreased. Similarly, the share of adults with a college degree has increased by 25.0 percent over the past 10 years to nearly 23.0 percent of all adults over 25 years of age. The long-term regional growth outlook favors a well-educated, culturally diverse workforce.

BUSINESS AND EMPLOYMENT ACTIVITY

The City of La Habra exists as a component part of the larger Orange County economic region. As such, trends that describe the Orange County economy also influence economic development opportunities within the City of La Habra. A principal objective of economic development is to leverage region-wide trends to the benefit of the local community.

- The general pattern of employment growth and decline within La Habra during the past 10 years is generally consistent with broader economic cycles affecting Orange County. Payroll employment throughout the region steadily grew until the end of 2007 and then plunged with the onset of the latest recession in 2008 and 2009. A slow pace of recovery has characterized overall employment gains realized in 2010. La Habra can be distinguished from Orange County by a slower rate of payroll employment growth prior to 2008 but also a slower rate of decline during the onset of the latest recession.
- The business mix in La Habra offers insight about its competitive role within the broader region. Compared to Orange County, La Habra hosts a relatively large number of retail and dining establishments and relatively limited number of financial, information, and professional service establishments, as a share of total business activity. The local business mix reflects a relatively strong population-serving orientation. Of the 10 largest employers in La Habra, six are retail

establishments, two are retail-chain owned distribution and production facilities, and the remaining two are population-serving government and quasi-government institutions.

- The mix of large and small business operations within La Habra closely reflects the corresponding business mix of Orange County. Small enterprises employing less than 10 workers account for 75.0 percent of all business activity. La Habra is most distinguished from Orange County by the pace of local business growth. Between 2000 and 2008, the total number of payroll establishments in Orange County grew by nearly 20.0 percent. By comparison, La Habra only saw a 10.0 percent increase in total payroll establishments. La Habra's strong population-serving business focus is a factor contributing to the relatively slow increase in total business activity.
- Providing City residents with an ample supply of local job opportunities within City-based establishments remains an ongoing challenge for La Habra. The current level of workforce participation among La Habra households is consistent with the Southern California region at 1.37 workers per household. By comparison, the number of jobs available at City-based establishments equates to 1.02 jobs per resident household. In effect, there is a relative shortage of local-based jobs in the community that can be reduced or eliminated with increased business activity.
- Due to a lack of available land and amount of surface-street travel required to reach regional-serving freeway and rail corridors, La Habra cannot be realistically expected to transform itself into a major employment destination over the next 25 years. La Habra, however, is a good strategic location to compete for growth in regional business activity, due to gains in educational achievement describing the local workforce and the City's proximity to executive housing in the nearby areas of La Habra Heights, Hacienda Heights, Sunny Hills, and Los Coyotes.

LAND USE DEVELOPMENT POTENTIAL

A wide spectrum of land use is required to support distinct but inter-related economic objectives (e.g., raising a family, running a business, going to work, getting an education, enjoying leisure opportunities, and making purchases) that describe La Habra. Government-sponsored development and operation of public facilities (e.g., schools, roads, parks, and community centers) reflect important land use activities within the community. The development of public facilities, however, is largely a function of fiscal planning and funding available to each responsible agency (e.g., City of La Habra, County Fire Department, and Unified School District). By comparison, private-sponsored development provides for the vast majority of day-to-day household and business activities contributing to the economic health of the community. Also, land uses developed by the private sector generate the bulk of fiscal revenue available to government agencies to fund public service responsibilities. Market factors affecting the timing, scope, and value of land use development demanded within La Habra and surrounding vicinity are summarized below for each major form of land use.

Residential Land Use

- According to the 2010 Census, the housing stock within the City of La Habra includes 19,924 residential dwellings, with over 18,975 existing dwellings occupied by owners or renters. Independent statistical estimates by the California Department of Finance indicate single-family detached homes account for 53.2 percent of the 2010 housing stock, attached homes account for 43.1 percent; and mobile homes 3.7 percent. Over the past 15 years, however, 95.0 percent of all new home construction within the community has consisted of single-family detached units. The

preponderance of detached single-family construction underscores the competitive attraction of La Habra as a family-lifestyle-oriented environment within the surrounding housing sub-market.

- Due to a limited supply of vacant land, the overall pace of new home construction within La Habra has been quite slow, averaging no more than 40 new home permits annually. There is a shortage of undeveloped property that can readily accommodate residential land use throughout the entire seven-city sub-market area where La Habra competes most directly. During the past 15 years, new home construction within the seven-city area has not accounted for more than 10.0 percent of total housing development activity describing the broader Orange County area, and La Habra has generally accounted for no more than 10.0 percent of the seven-city total.
- In order for La Habra to experience any measurable increase in resident population over the next 25 years, the historical character of housing development within the community will have to change significantly. The lack of vacant property dictates a focus on infill development that strongly emphasizes multi-family attached housing products versus single-family detached product. A multi-family housing emphasis is not without precedent. Nearly one-half of new home construction throughout Orange County over the past 15 years has consisted of various multi-family attached housing products (e.g., townhomes, stacked flats, condominiums, and apartments).
- The need for greater emphasis on multi-family housing does not imply a redirection of market focus away from the family-oriented-lifestyle environment that is fundamental to La Habra's competitive position within the area housing market. 2010 Census data indicates 75.4 percent of occupied housing in La Habra is occupied by families, compared to 69.7 percent for the Southern California region as a whole. In this regard, future infill housing will need to emphasize 2-bedroom and 3-bedroom functional designs versus 1-bedroom and studio designs more prevalent in coastal communities.
- From a pricing standpoint, La Habra and the seven-city area largely competes as a value-priced alternative to housing in other areas of Orange County. This means the market appeal of infill development will be challenged if corresponding rental or purchase pricing substantially exceeds the pricing of comparable product within the seven-city area or Orange County as a whole.

Retail Land Use

- Over the past 20 years, the City of La Habra has taken aggressive measures to reverse retail losses and emerge as a strong retail competitor serving resident consumers throughout the seven-city area. Since 1998, taxable retail sales at City-based establishments more than doubled to $735.5 million in 2008 (latest available full year data), while the resident population of La Habra only increased by 12.0 percent over the same period. In effect, several key retail projects completed over the last 12 years have substantially contributed to the remarkable turnaround in overall retail performance.
- In 2008, the City retail sector captured the equivalent of $9,253 in per capita sales (excluding auto and fuel purchases). By comparison, the corresponding level of retail sales for all of Southern California was only equal to $6,423 per capita. During 2008, the strong performance of many retailers in La Habra resulted in a net inflow of sales support that exceeded spending potential of the City's resident population by more than 40.0 percent. La Habra's strong retail performance is not due to a proliferation of small retailers but rather a number of highly efficient chain-store operations in community-scale shopping centers located along Imperial Highway and Beach Boulevard in the southwest section of the City.

- Retail sales growth in La Habra also benefited from macro-level trends driving a rapid increase in consumer spending between 1998 and 2006 that far exceeded historical norms. By the end of 2008, declining home values, rising consumer debt, unemployment, and flagging consumer confidence were driving significant declines in retail sales throughout all regions of the U.S. 2010 has emerged as the initial year of a recovery that will be tied to future gains in employment and worker incomes over the mid-term. Within Orange County, retail-related employment has rebounded much more rapidly than in other regions of Southern California or the state. While a rapid return to peak spending levels in 2006 and 2007 cannot be anticipated, steady but modest growth in consumer spending should be expected over the mid-term.
- Retail development is a population-driven form of land use. The larger the pool of consumers, the greater the volume of retail expenditures. However, La Habra and the seven-city area are projected to experience limited increases in population over the next 25 years. In addition, the competitive strength of La Habra's retail sector is primarily rooted in chain-store operations that compete within a community-scale or sub-regional trade area that extends beyond the City limit and throughout the seven-city area. Despite the strength of community-serving retail chains in La Habra, significant potential exists for retail operations that serve a more localized base of consumers. Five local trade area settings have been identified (central, northwest, northeast, southwest, and southeast) where opportunities may exist to create cohesive concentrations of retail activity that conveniently serve surrounding neighborhoods.
- La Habra has a number of vibrant retail centers well-positioned to serve area demand over the long run. La Habra is also characterized by an intermittent pattern of retail activity scattered along major commercial corridors such as La Habra Boulevard and Whittier Boulevard. Many commercial buildings in these corridor locations are essentially vestiges of a bygone era of consumerism. A prevalent factor that impedes the competitiveness of many individual retail businesses in corridor locations is a lack of adjacent retail options that allow consumers to complete multiple purchase transactions in a single stop. The multi-stop nature of shopping along the corridors is further compounded by a limited supply of parking and tedious access in many locations.
- The declining retail appeal of many storefront locations along the corridors has resulted in an increase in non-retail services (e.g., clinics, legal advisors, and tax accounting), which further diminishes the competitive retail appeal of these facilities. Convenience and neighborhood retail potential associated with the five local trade area settings offers the most probable opportunity to create more cohesive concentrations of retail space and reduce the over-dependence on multi-stop vehicle trips as part of the shopping experience along the corridors.

Office and Industrial Land Use

- Office and industrial development is commonly regarded as employment-generating land uses because office and industrial buildings accommodate more than 60.0 percent of non-farm payroll employment throughout Orange County. Site-specific demand for office or industrial development is largely an outgrowth of regional gains in related employment and business activity. Local communities compete against one another for a share of demand for office and industrial space on the basis of competitive advantages (e.g., access to materials, logistics resources, and lease rates) that can be provided to prospective business operations. As the regional economy grows, dominant concentrations of office and industrial development emerge.

- La Habra is an ancillary location for the development of dedicated office buildings that compete for tenants across a broad spectrum of industries. The competitive office market in Orange County hosted 76.3 million sf of occupied office space in 2010, with less than 10.0 percent of this total (6.6 million sf) located throughout North Orange County and a fraction of all marketable space (0.22 million sf) located within La Habra.
- Businesses with fewer than 10 payroll employees account for more than 80.0 percent of all establishments demanding office space. Similarly, businesses requiring no more than 5,000 sf of contiguous space account for more than 80.0 percent of all tenants within dedicated office buildings. By comparison, over 50.0 percent of all office tenants occupy less than 1,000 sf of contiguous space. Within La Habra, general demand for office space has been supplanted by local businesses occupying storefront locations (as distinct from dedicated office buildings) along major commercial corridors.
- The role of La Habra as a prospective location for industrial development has been more significant than is true for dedicated office buildings. In 2010, the Orange County industrial market supported 241.6 million sf of occupied space, with North Orange County accounting for nearly 45.0 percent of this total (106.2 million sf). La Habra has generally not accounted for more than a 5.0 percent share (4.5 million sf) of the North Orange County submarket.
- Businesses with fewer than 20 payroll employees account for more than 80.0 percent of all establishments demanding industrial space. Similarly, businesses requiring no more than 10,000 sf of contiguous space account for more than 80.0 percent of all industrial tenants. By comparison, tenants that require less than 10,000 sf of industrial space only account for 7.0 percent of total occupied space. In short, roughly 80.0 percent of all industrial tenants account for less than 10.0 percent of all occupied space. Scales of economy dictated by the automation of fabrication and warehousing processes have resulted in less than 3.0 percent of all industrial tenants accounting for more than 30.0 percent of occupied space, with such buildings regularly exceeding 200,000 sf The small size of most properties within La Habra limits the potential for industrial buildings with more than 10,000 sf of contiguous floor space.
- The attraction of La Habra as a location for small- to mid-size industrial firms is evident from comparatively low vacancy rates during the past 10 years, which have hovered between 4.0 percent and 5.0 percent over the past 5 years. This reflects a favorable level of performance compared to a 2010 average vacancy rate of 10.0 percent for smaller industrial buildings in North Orange County with less than 10,000 sf of contiguous space.

PROPERTY UTILIZATION IN POTENTIAL AREAS OF CHANGE

The absence of vacant property within La Habra underscores the need for a planning approach that considers an increase in the effective utilization of existing land use so that the local community can actively participate and benefit from long-term growth in the region. Efforts to sustain long-term economic growth in La Habra will be significantly bolstered if underutilized properties within the Potential Areas of Change can be transformed or otherwise intensified to accommodate greater levels of economic activity. Increased economic activity is not strictly defined by increased business activity. Most businesses within an economic region exist to provide products and services for consumption by the area population. In effect, demand factors that drive an increase in many forms of business activity are closely related to increases in the local area population being served.

Not all properties within La Habra have been developed to the same level of intensity. The very nature of land use dictates alternate levels of development intensity to appropriately facilitate intended site activity (e.g., open space, school, entertainment district, single-family neighborhood, apartment complexes, etc.). The best opportunities for future modification or transformation of land use exist among properties that are not being utilized at a level of intensity corresponding to the intended land use, in effect underutilized properties.

Roughly one-third to one-half of properties within the Potential Areas of Change have been improved at a level of building intensity (building FAR or unit density) that is significantly lower than is true for similar residential, commercial, and industrial properties in the area. Property improvements represent income-producing assets valued by commercial, industrial, and rental housing property owners because of the revenue opportunity associated with the rental of building space. Properties improved at relatively low building intensities are underutilized because they tend to suffer from impeded economic performance (including limited rent-generating capacity, limited functionality, low market value) due to a lack of revenue-generating space provided. Similarly, underutilized properties also limit the capacity for economic activity within the community because the ability to host businesses and residents is also restricted by the lack of physical building improvements. Factors evaluated in assessing the extent of underutilization within the Potential Areas of Change are summarized as follows:

- The Potential Areas of Change include roughly 900 parcels representing nearly 460 acres generally fronting along Whittier Boulevard, fronting along La Habra Boulevard, on both sides of the rail spur between Harbor Boulevard and Euclid Avenue, the northwest corner of Harbor Boulevard and Imperial Highway, and the intersection of Lambert Road and Beach Boulevard. The Potential Areas of Change have been generally separated into eleven major areas and 20 sub-areas due to the extended geographic setting that describes La Habra Boulevard and Whittier Boulevard (refer to Figure 2.2-53 [Potential Areas of Change—Economic Study Subareas]).
- The Potential Areas of Change consisted of nearly 390 parcels improved for residential purposes (with an estimated 1,035 dwelling units) and over 500 parcels improved for non-residential purposes (with approximately 3.8 million sf of building area).
- Overall building intensity describing all parcels equates to a floor area ratio (FAR) of 0.26, meaning properties have been improved with about 11,325 sf of residential or non-residential building area for every acre of land area. The corresponding 2009-10 assessed value of land and improvement is equal to $1.26 million per acre with buildings and major improvements representing 43.0 percent of total value.
- Improved properties were determined to be “Underutilized” if the effective intensity of development (building FAR or unit density) was at least one-third below the corresponding level of building intensity describing similar type properties in the area. In all, 390 improved parcels (44.0 percent of all parcels) representing 244.4 acres (53.0 percent of total land area) in the Potential Areas of Change were determined to be underutilized. In addition, there were 27 residential properties representing 14.7 acres and 62 non-residential properties representing 28.0 acres lacking any building improvements, though most of these properties are improved with yard structures, parking, and so on.
- Underutilized properties within the Potential Areas of Change represent opportunities to significantly increase local area population and local-based employment over the long run if transformed or otherwise modified into more intensive land use activities. The challenge of increasing the local area population and employment base of La Habra is not strictly limited to

existing properties that may be considered underutilized. Overall building intensity within the Potential Areas of Change must be significantly intensified. A transformation of existing land use conditions within the Potential Areas of Change is needed if business and population-driven economic activity within La Habra is to grow with the broader Orange County region.

Significant transformation of existing land use within the Potential Areas of Change will require an active period of infill development. Because many existing properties are already improved with buildings that provide property owners with an income stream, an infill development alternative must represent enough of an economic incentive to induce property owners and investors to replace or modify existing improvements with future improvements. The necessary incentive required to motivate property owners and investors is increased economic activity and profitability associated with infill development. Current standards guiding land use improvements do not provide the necessary incentive to pursue the replacement of existing land use with infill development. The necessary inducement is tied to an increase in building intensity and corresponding increase in income-generating potential and profitability available to property owners and investors who actively participate in the transformation of land use within the Potential Areas of Change.

To determine the necessary increase in building intensity, a series of hypothetical investment simulations were prepared that evaluate the economic potential of infill development involving varying levels of building intensity on lots of varying size. It is important to recognize the Potential Areas of Change includes a proliferation of small-sized properties, which limits the economic potential of development. Over 80.0 percent of properties improved for residential purposes are less than 0.25 acre in size (about 10,000 sf) and nearly 60.0 percent are less than 0.15 acre in size (less than 6,500 sf). By comparison, 65.0 percent of properties improved for non-residential purposes are less than 0.50 acre in size (about 21,000 sf) but about 12.0 percent are larger than 1.0 acre (at least 44,000 sf). Due to the number of small lots, many economically attractive infill development programs will need to be preceded by a period of land assembly in order to consolidate sufficient land area. Key recommendations regarding the minimum amount of property area and target threshold building intensities for future land use development are summarized as follows:

- Industrial Land Use—Minimum property size of 0.25 acre and threshold building intensity ranging from an FAR of 0.70 to 0.80 recommended as inducement for future infill development.
- Office Land Use—An increase in building intensity cannot be recommended as an inducement for future infill development of dedicated office space due to the low lease rate structure in La Habra.
- Retail Land Use—Minimum property size of 0.50 acre and threshold building intensities not exceeding an FAR of 0.40 recommended as inducement for future infill development.
- Multi-Family Rental Housing—Minimum property size of 0.50 acre and building intensity threshold of 48 units per acre recommended as inducement for future infill development.
- Multi-Family Ownership Housing—Minimum property size of 0.50 acre and building intensity threshold of 48 units per acre recommended as inducement for future infill development.
- Mixed-Use Development—Minimum property size of 1.00 acre and threshold building intensities for distinct land use components as follows: 48 to 64 units per acre for multi-family housing; maximum FAR of 0.40 for ground-level retail; maximum FAR of 0.80 for retail with above-ground commercial space, whenever included.

The development scenarios evaluated for mixed-use development are based on a vertical mix of land use in a single site location. There are a limited number of locations where a vertical mixed-use development is possible within the Potential Areas of Change based on the size distribution of existing properties. On the positive, many of the existing properties that are large enough to host an economically attractive vertical mixed-use development are also attractive locations to construct new retail space serving the daily consumption needs of surrounding neighborhoods. Over the near- to mid-term, the best prospects for a successful vertical mixed-use development program is at the major cross-street locations within the Potential Areas of Change.

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2.3 HOUSING

Introduction and Background

This section examines the supply, affordability, and adequacy of the City's existing housing stock with respect to its current residents and future housing needs. The City of La Habra, like its Southern California neighbors is faced with the housing issues such as maintaining housing in a safe, decent, and sanitary condition; making housing costs affordable; and providing a sufficient number of safe and sanitary dwellings to all economic segments of the population in the present and future. To respond to these separate but related housing needs requires time, resources and patience, as well as innovation. Those qualities have been manifested by La Habra's persistent endeavors over the past several decades to identify and address the community's housing needs; although because La Habra is 99 percent built out, housing needs are not anticipated to change significantly over the upcoming decades.

Since the adoption of the previous Housing Element (2000–2005), the City of La Habra has moved forward in providing and assisting its residents with decent and affordable housing. Between 2000 and 2007, an estimated 463 units were added to the City's housing stock, including 447 single-family units and 16 multiple-family units. During this same period, 23 single-family units were rehabilitated through the City's Single-Family Rehabilitation Loan Program, and 29 homeowners received funds through the Neighborhood Clean Up/Paint Program. In addition, through the City's participation with the Orange County Housing Authority, there are 173 Section 8 vouchers for rental assistance provided in the City, and the La Habra Community Resource Care Center provides emergency assistance to over 7,000 adults and children in need each year.[1]

Information for this section was primarily obtained from the City of La Habra 2008–2014 Draft Housing Element, the United States Census, the California Department of Finance (DOF), and the Southern California Association of Governments (SCAG). Refer to Section 2.2 (Economic Development) for additional information on population, residential development, and employment in La Habra over the past 10 years.

Regulatory Framework

STATE

GOVERNMENT CODE SECTIONS 65580 THROUGH 65589—HOUSING ELEMENT LAW

Government Code Sections 65580 through 65589 require local governments to prepare and adopt a housing element that addresses current and projected housing needs for all segments of the community including a requirement to provide a "fair share" of the regional housing need. By law, the housing element must contain:

- An assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs

[1] City of La Habra, *La Habra 2008–2014 Draft Housing Element* (October 2010).

- A statement of the community's goals, quantified objectives, and policies relevant to the maintenance, improvement, and development of housing
- A program that sets forth a 5-year schedule of actions that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element

The housing element must also:

- Be consistent with other general plan elements
- Provide clear policy and direction for making decisions pertaining to zoning, subdivision approval, housing allocations, and capital improvements
- Identify adequate residential sites available for a variety of housing types for all income levels
- Assist in developing adequate housing to meet the needs of lower and moderate-income households
- Address governmental constraints to housing maintenance, improvement, and development
- Conserve and improve the condition of the existing affordable housing stock
- Promote housing opportunities for all persons
- Preserve assisted housing developments for lower income households

COMMUNITY REDEVELOPMENT LAW

In 1945, in response to the decay spreading throughout American cities, the California Community Redevelopment Act was created. It was designed to give cities and counties in California the authority to establish redevelopment agencies, address urban decay, and apply for federal funding. The Community Redevelopment Act was added to the Health and Safety code (Section 33000), and in 1951, it was renamed the Community Redevelopment Law. Every city or county within the state may establish a redevelopment agency by adopting an ordinance declaring the need for such an agency within the jurisdiction.

The Redevelopment Agency of the City of La Habra was established in September 1975, pursuant to California Health and Safety Code Section 33000. Its purpose is to prepare and carry out plans for improvement, rehabilitation, and redevelopment of blighted areas within the City. Blighted areas are those which have "social, economic, or physical conditions which constitute a danger to the health, safety, and general welfare of the people of the community."

REGIONAL

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)

The Southern California Association of Governments (SCAG) is the designated Council of Governments (COG), Regional Transportation Planning Agency (RTPA), and Metropolitan Planning Organization (MPO) for the six-county region of Orange, Los Angeles, Ventura, San Bernardino, Riverside, and Imperial counties. SCAG's Regional Comprehensive Plan and Guide (RCPG) and Regional Housing Needs Assessment (RHNA) are tools for coordinating regional planning and housing development strategies in southern California. State Planning law specifically mandates regional planning agencies to prepare regional housing needs assessment that includes an allocation of the regional housing need to local jurisdictions. The local RHNA allocation is intended to assure that all communities in the region share in

housing development to address the regional housing need and is provided by income category to address the broad range of housing need in the community and is provided as a goal for incorporation into the required housing element.

The City of La Habra's 2006 RHNA is a minimum projection of additional housing units needed to accommodate projected household growth at various income levels by 2014. The RHNA projects future housing needs for La Habra over a period of seven years, adjusted for vacancy and the local income distribution. The RHNA numbers serve as planning goals in the preparation of future strategies and programs. The City is not required to actually construct the housing; rather, it must demonstrate that sufficient development capacity exists for the addition of 258 units between 2006 and 2014. The projected housing needs are further broken down into four income categories—38 percent or 97 units are allocated to the lower income groups (i.e., those households between 0 and 80 percent of the area median income [AMI]), while moderate- and above-moderate income households received 62 percent or 160 units of the allocation (i.e., those households between 80 percent and over of AMI).[2]

L O C A L

CITY OF LA HABRA GENERAL PLAN HOUSING ELEMENT

The La Habra 2008–2014 Draft Housing Element is a comprehensive statement by the City of La Habra of its current and future housing needs. State Housing Element law requires La Habra to adequately plan for its housing needs, including demonstrating how the City will accommodate (i.e., provide available vacant residential land and/or other lands appropriately zoned for residential development that are affordable to all income categories) its Regional Housing Needs Assessment (RHNA) or 'fair share' of the region's housing construction need.

The California Department of Housing and Community Development (HCD) determines Statewide projected housing needs and allocates new housing unit target numbers to regional council of governments (COG). State law provides for COGs to then prepare regional housing allocation plans that contain the RHNA. The Southern California Association of Governments (SCAG) is the COG that determines the fair share allocations for La Habra. SCAG leads in the oversight of the RHNA assessment by identifying measures to gauge housing demand and compares those numbers against socioeconomic factors throughout the region, and the City of La Habra participates in the decision making process for the RHNA allocations of Orange County cities. The RHNA allows communities to anticipate future growth, so that collectively the region can grow in ways that enhance the quality of life, improves access to jobs, promote transportation mobility, and address social equity and fair share housing needs.

The 2008–2014 Draft Housing Element establishes specific goals and policies relative to the provision of housing and includes housing programs that are designed to achieve the following:

- Identify adequate sites, which will be made available through zoning and development standards for a range of housing types to meet the community's goals.
- Assist in the development of housing affordable to low- and moderate-income households.
- Address and where appropriate and legally possible remove governmental constraints that hinder the maintenance, improvement, and development of housing.
- Conserve and improve the condition of the existing affordable housing stock.

[2] City of La Habra, *La Habra 2008–2014 Draft Housing Element* (October 2010).

- Promote equal housing opportunities.

The City's 2008–2014 Draft Element also analyzes housing resources and identifies governmental and non-governmental constraints the City faces in meeting the needs. At the time this Technical Background Report was written, the City of La Habra continues to work with the California Department of Housing and Community Development (HCD)—as the state agency reviewer of housing elements—to ensure the City's Element is in compliance with State Housing Element law.

2012 Regional Housing Needs Assessment

The Regional Housing Needs Assessment (RHNA) quantifies the need for housing by income group (i.e., very low-, low-, moderate-, and above moderate-income) within each jurisdiction during specific planning periods. The current SCAG RHNA planning period is January 1, 2006 to June 30, 2014 (Housing Element planning period July 1, 2008 to June 30, 2014). Due to the requirements of Senate Bill 375, SCAG is preparing the next 2012 RHNA planning cycle to cover a longer period or from January 1, 2011 to September 30, 2021 (Housing Element planning period October 1, 2013 to September 30, 2021). The scheduled 2012 RHNA will set local housing and land use capacity goals to support future growth, including transit oriented, mixed use and infill development. These local goals are in turn aggregated into a region-wide Sustainable Community Strategy (SCS) to fairly allocate greenhouse gas (GHG) emission reduction targets across the region. SB 375 calls for a RHNA to be consistent with an SCS and the Regional Transportation Plan (RTP) must be coordinated with the SCS and RHNA. The 2012 RHNA cycle has the following anticipated milestones:[3]

- February 2011—Determine a draft RHNA schedule and seek the State Department of Housing and Community Development (HCD) approval of the use of the RTP/SCS growth forecast for RHNA purposes (32 months from the Housing Element due date)
- April 2011—Notify Caltrans and HCD of the final RTP/SCS adoption date (30 months from the projected Housing Element due date)
- August 2011—HCD Consultation on Regional Housing Target (at least 26 months from Housing Element due date)
- October 2011—Draft RHNA Methodology (at least 24 months from Housing Element due date)
- April 2012—Complete RTP/SCS (18 months from Housing Element due date)
- October 2012—Complete Final RHNA (at least 12 months from Housing Element due date)
- October 2013—Housing Element due date (must be 18 months from RTP/SCS adoption)

It should be noted that jurisdictions which fail to adopt a Housing Element update within 120 days of the anticipated statutory deadline of October 1, 2013 revert to a four year rather than an eight year Housing Element planning period.

CITY OF LA HABRA GENERAL PLAN 2020 LAND USE ELEMENT

The City of La Habra's General Plan 2020 Land Use Element serves as a guide for the location and extent of future development in the City with a goal to: "Maintain, enhance, and develop the urban residential environment with appropriate types of distribution of land uses which balance and maintain a high

[3] Carrears, Joe. A RHNA 101 Primer (January 2011). http://www.scag.ca.gov/Housing/pdfs/rhna/RHNA101primer_Dec2010.pdf.

quality of life for all of its residents." The following land use policy and programs specifically support housing:

- Policy—Encourage and assist in providing a mix of housing opportunities in well maintained and preserved neighborhoods.
  - > Program—Attract new, residential development which is well conceived, constructed and maintained in a variety of types and densities, variety of housing types at scales and location and costs.
  - > Program—Eliminate and prevent deteriorating conditions in some of the older and declining areas of the City through private and public conservation and rehabilitation programs.

Existing Conditions

HOUSING GROWTH

Having undergone an active housing growth period in the 1960s and 1970s, the community of La Habra is 99 percent built out and primarily composed of single-family residential neighborhoods. Between 1990 and 2000, the City's housing stock conservatively grew by an additional 771 units or roughly 77 units per year. In the mid- to late-2000s, the City's housing stock increased by 125 single-family units. In 2006, the 114-unit Tapestry development located at the northwest corner of Lambert Road and Idaho Street began construction. At present, Tapestry is almost 100 percent constructed, with homes being affordable to above moderate-income families. In addition, the Brio 91 unit single-family housing development located on Euclid Street near Second Avenue has been entitled, however; this project has had some financial issues with the turn in the economy. Just the model homes have been constructed at this point.

Residential neighborhood south of Imperial Highway

Tapestry development

According to the U.S. Census (Table 2.3-1 [Housing Growth 1990–2010]), there were 19,924 housing units in the City in 2010, which reflects an increase of 483 housing units, or two percent growth since 2000. In comparison, the County's housing stock and some surrounding cities in North Orange County such as Brea and Fullerton experienced slightly to significantly higher growth rates.

Table 2.3-1 Housing Unit Growth 1990–2010					
Jurisdiction	*1990*	*2000*	*2010*	*Percent Change 1990–2000*	*Percent Change 2000–2010*
La Habra	18,670	19,441	19,924	4%	2%
Brea	12,648	13,327	14,785	5%	11%
Fullerton	42,956	44,771	47,869	4%	7%
La Habra Heights	2,161	1,951	1,880	-10%	-4%
La Mirada	13,354	14,811	15,092	11%	2%
Whittier	28,759	28,977	29,591	>1%	2%
Orange County	875,072	969,484	1,048,907	11%	8%

SOURCE: U.S. Census Bureau, American FactFinder, Fact Sheet: La Habra city, Brea city, Fullerton city, La Habra Heights city, La Mirada city, Whittier city, and Orange county, California, 2000 and 2010.

The City's 2008–2014 Draft Housing Element states the City's housing stock could grow as a result of new development on existing vacant land, recycling of poorly maintained existing units, and development of multi-family zoned land at higher densities. The total potential increase in housing units in the City is estimated at 537 units, assuming a housing density of five units per acre on R-1 zoned land and 11 to 21 units per acre on land that supports higher density multi-family development. Thirty-three total new units are estimated to be accommodated on vacant land, 39 units on recycled land, and 465 units from increasing the density on multi-family zoned parcels. These units, at the associated affordability levels, would exceed the RHNA allocation for the City of 258 units.[4]

EXISTING HOUSING STOCK

HOUSING TYPE

The City's existing housing stock composition since 1990 has remained even, with single-family units comprising the predominant housing type. As shown in Table 2.3-2 (Number of Units by Housing Type), single-family units are estimated at a total of 12,369 units, which comprises 62 percent of the housing stock; multiple-family units total 6,870 units, which represents 34 percent; and mobile homes comprise the remaining four percent of the City's total housing stock. Although multiple-family unit estimates in 2010 are approximately one-third of the City's total housing stock, it is higher when compared to the surrounding cities such as Brea (29 percent), Whittier (28 percent), La Mirada (15 percent) and La Habra Heights (>1 percent).

Multi-family apartments

[4] City of La Habra, *La Habra 2008–2014 Draft Housing Element* (October 2010).

Table 2.3-2 Number of Units by Housing Type			
Housing Type	*1990*	*2000*	*2010 (Estimate)[a]*
Single-Family Units	11,149 (61%)	11,914 (61%)	12,369 (62%)
Multiple-Family Units	6,443 (35%)	6,888 (35%)	6,870 (34%)
Mobile Home/Other Units	783 (4%)	740 (4%)	734 (4%)
Total	18,670	19,542	19,973

SOURCE: California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2010, with 2000 Benchmark (Sacramento, CA, May 2010);
U.S. Census Bureau, American FactFinder, Fact Sheet: La Habra city, California, 2000.

a. 2010 U.S. Census housing type information for the City of La Habra was not available as of August, 2011.

HOUSING TENURE AND VACANCY

According to the 2010 Census, 10,941 (58 percent) of the City's 18,977 occupied housing units were owner occupied and 8,036 (42 percent) were renter occupied (Table 2.3-3 [Housing Tenure and Vacancy Rates 1990–2010]). Owner occupancy in the City was comparable with the County's 59 percent. According to the La Habra 2008–2014 Draft Housing Element, the City will seek funding and develop housing programs that could assist renters in achieving homeownership and will implement programs and policies to maintain and increase the supply of rental housing in La Habra, and will promote the construction of affordable rental units.[5]

Vacant housing units make up five percent of La Habra's and Orange County's total housing units. For La Habra, total vacancies increased 89 percent between 2000 and 2010, or from 500 to 947, while Orange County's total vacant housing units increased by 64 percent.

HOUSEHOLD SIZE

Household size, which is defined as the number of persons living in housing units divided by the number of occupied units, is an indicator of trends in the housing composition of a city. As shown in Table 2.3-4 (Average Household Size 1990–2010), La Habra has seen a steady historical increase in average household size, from 2.81 in 1990 to 3.16 persons per household in 2010. This increase could be related to a number of factors, such as consolidation of families necessitated by the increased cost of living, and demographic tendencies to house extended family members in the same dwelling unit. This trend points to a growing need for large housing units with more bedrooms to accommodate a greater number of occupants, as well as the necessity of low-cost housing to keep "doubling up" of families within a single unit from rising to unacceptable levels. Household size in Orange County followed a slower pattern over the same period compared to La Habra, from 2.87 in 1990 to 2.99 persons per household in 2010.

[5] City of La Habra, *La Habra 2008–2014 Draft Housing Element* (October 2010).

Table 2.3-3 Housing Tenure and Vacancy Rates 1990–2010						
	1990		2000		2010	
Category	Number	Percent	Number	Percent	Number	Percent
La Habra						
Occupied	18,112	97%	19,042	97%	18,977	95%
By owner	10,221	56%	10,815	57%	10,941	58%
By renter	7,891	44%	8,227	43%	8,036	42%
Vacant	558	3%	500	3%	947	5%
Total Units	***18,670***	***—***	***19,542***	***—***	***19,924***	***—***
Orange County						
Occupied	827,066	95%	935,287	97%	992,781	95%
By owner	496,824	60%	574,456	61%	588,313	59%
By renter	330,242	40%	360,831	39%	404,468	41%
Vacant	48,006	6%	34,197	4%	56,126	5%
Total Units	***875,072***	***—***	***969,484***	***—***	***1,048,907***	***—***

SOURCE: U.S. Census Bureau, American FactFinder, Fact Sheet: La Habra city, California, 2000 and 2010.

Table 2.3-4 Average Household Size 1990–2010			
Jurisdiction	1990	2000	2010
La Habra	2.81	3.08	3.16
Orange County	2.87	3.00	2.99

SOURCE: U.S. Census Bureau, American FactFinder, Fact Sheet: La Habra city, California, 2000 and 2010.

HOUSING ADEQUACY

HOUSING AGE AND CONDITION

The majority of the City's housing stock is maturing. Table 2.3-5 (Year Structure Built) shows that 83 percent of the City's 2010 housing stock was constructed prior to 1980, as compared to 64 countywide, which is a difference of 19 percent. In general, older buildings require greater maintenance, which results in higher costs. Thus, maintenance is deferred resulting in the further deterioration of physical conditions of the buildings in the City. In addition, older deteriorated structures often violate current building code standards and lack safety features such as fire suppression, home security devices and seismic safety retrofits.

Table 2.3-5 Year Structure Built

Years	La Habra		Orange County	
	Number	Percent	Number	Percent
2000 to 2010	431	2%	71,060	7%
1990 to 2000	1,053	5%	136,391	13%
1980 to 1989	1,939	10%	169,309	16%
1970 to 1979	4,396	22%	267,467	26%
1960-1969	5,055	25%	218,690	21%
1940 to 1959	6,480	33%	152,980	15%
1939 and earlier	619	3%	24,647	2%

SOURCE: California Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2010, with 2000 Benchmark (Sacramento, CA, May 2010); U.S. Census Bureau, American FactFinder, Fact Sheet: La Habra city, California, 2000.

Although the bulk of the housing stock in the City is between 30 and 40 years old, the overall condition is good and well maintained with some problem areas localized in specific neighborhoods within the central and older portions of the community. To help improve the condition of housing, the City funds a residential rehabilitation loan and grant program, and continues to enforce building and zoning code standards through its Community Preservation Division.

In 1999, the City conducted a housing conditions survey, which found that 180 units required substantial rehabilitation, and 25 units were in need of replacement. Based on the survey, minor repair was needed on approximately 15 percent of the total units. As part of the development of the 2008–2014 Housing Element, a survey of housing conditions was conducted in areas designated for Medium Density and High Density Residential land uses. These two land use designations were selected because they have the potential for higher density recycling. The results of the survey indicated that 64 parcels containing 153 units were candidates for recycling. The survey was conducted in order to grade residential structures according to the visual appearance of physical blight according to California Community Redevelopment Law.[6]

JOBS-HOUSING BALANCE

The concept of jobs-housing balance refers to the relationship of residences to jobs in a given community or area. Assuming a reasonable match between the affordability of housing and the incomes of jobs in the local market, if the number and proximity of residences is proportionate to the number and proximity of jobs, the majority of employees would have the opportunity to work and reside in the same community. A well-balanced ratio of jobs and housing can contribute to reductions in the number of vehicle trips resulting from

Single-family home in the North Hills development

[6] City of La Habra, *La Habra 2008–2014 Draft Housing Element* (October 2010).

commuting due to employment opportunities in closer proximity to residential areas. Such a reduction in vehicle trips would result in lower levels of air pollutant emissions (including lower greenhouse gas emissions) and less congestion on area roadways and intersections.

The geographic separation of workers and jobs is most epitomized in the issue of "jobs-housing balance" and related issues involving freeway congestion, long work commutes, and other social stressors. La Habra is not immune to the interplay between "workers" and "jobs." For purpose of this assessment, "workers" describe individuals and household members that possess varying forms of knowledge, skill, and experience that can be applied (employed) to satisfy the needs of industry and commerce. By comparison, "jobs" describe the variety and supply of employment positions available within a given area. Workers seek jobs where they can receive equitable compensation for the skills and knowledge they provide to the workplace. Business and industry (which provide jobs) seek workers that possess the specialized skills and knowledge needed by the enterprise. Workers and jobs are geographically fixed components of employment. Jobs that match the skill set of a given worker are not necessarily available in the local area. Conversely, workers that can fulfill the job requirements of an enterprise do not necessarily exist within the local area.

La Habra has not developed into an employment destination as have many other areas of Orange County within close proximity of major freeway corridors. In 2010, the resident population included an average of 1.37 "workers" per household, which is consistent with the Southern California average of 1.37 "workers" per household. Despite a relatively high level of work participation, the La Habra area only hosts the equivalent of 1.02 "jobs" per household, which is significantly lower than the Southern California average of 1.37 "jobs" per household. The net result of a comparatively lower jobs-housing ratio is that the City of La Habra is more likely to provide services to its residents without as much revenue support from employment-related land uses.

AFFORDABLE HOUSING INVENTORY

In compliance with Assembly Bill (AB) 987, La Habra posts an inventory of affordable housing on the City's Housing and Redevelopment webpage that has been assisted with Redevelopment Agency 20% Set-Aside Funds (also referred to as the Low-Moderate Income Housing Fund).[7] As of December 2010, the City's affordable housing stock included seven properties—La Habra Inn Senior Apartments (121 total units/73 percent affordable/age restricted to 55 and older), Casa El Centro Senior Apartments (55 total units/100 percent affordable/senior and disabled age restricted to 62 and older), Casa Nicolina (22 total units/100 percent affordable), Cypress Villas Apartments (101 total units/40 percent affordable), Las Lomas Gardens (205 total units/83 percent affordable), Villa Camino Real (12 total units/100 percent affordable), and Grace Avenue Apartments (4 units/25 percent affordable)—totaling 263 affordable units. It should be noted that La Habra Inn Senior Apartments, Casa El Centro Senior Apartments, and Las Lomas Gardens were not assisted with Redevelopment Agency 20% Set-Aside Funds but appear on the City's affordable housing inventory as a reference of the affordable housing that exists in the City of La Habra.

[7] City of La Habra, City of La Habra Affordable Housing Inventory (December 2010), http://www.lahabracity.com/images/Site08/Community%20Development/AB987%20Table%2012.2010.pdf.

HOUSING SERVICES

NEIGHBORHOOD HOUSING SERVICES

Neighborhood Housing Services of Orange County provides free informational workshops on foreclosure prevention and homeownership, as well as counseling services and down payment assistance programs. On occasion, workshops are held in the City of La Habra.[8]

FAIR HOUSING EDUCATION, COUNSELING & ENFORCEMENT PROGRAM

Through a Community Development Block Grant (CDBG), the City of La Habra supports the private non-profit organization Fair Housing Council of Orange County though the La Habra Fair Housing Education, Counseling & Enforcement Program. The purpose of the program is to counteract and eliminate discriminatory housing practices.[9]

HOUSING PAINT AND REHABILITATION PROGRAMS

The City of La Habra offers several home improvement programs for owner-occupants of single-family housing and mobile homes located within the City limits. Monetary grants are offered to address repairs related to interior and exterior code deficiencies and for general improvements such as water heater replacement, smoke detector installation, and termite fumigation. All grants are issued on first-come, first served basis. The waiting list for the Residential Rehabilitation Grant Program and the Mobile Home Rehabilitation Grant Program are closed. Due to limited funding the City of La Habra receives from the U.S. Department of Housing and Urban Development (HUD) each year, the City is unable to accept additional applications presently.[10]

Friendly Village mobile home park

Future Conditions

- Despite the Southern California average of 1.37 jobs per household, SCAG, in conjunction with the South Coast Air Quality Management District (SCAQMD), has incorporated the goal of "balance" in its plans (e.g., the Regional Mobility Plan, Growth Management Plan, and Air Quality Management Plan). Balance is defined to be reached when the ratio of jobs to housing units lies within the range of 1.22, whereby there are 1.22 jobs for each household. This balance is to be reached in Southern California through shifting 12 percent of the region's job growth to "housing rich/job poor" areas—such as the Inland Empire—and six percent of the region's housing development to "housing poor/job rich" areas—such as Orange County.[11] This would mean a focused effort at increasing the number of jobs in La Habra to better provide for a balanced jobs-to-housing ratio.

[8] Neighborhood Housing Services of Orange County, Home, www.nhsoc.org (accessed March 16, 2011).
[9] Fair Housing Council of Orange County, Home, www.fairhousingoc.org (accessed March 16, 2011).
[10] City of La Habra, Housing and Redevelopment, http://www.ci.la-habra.ca.us/section.cfm?id=87 (accessed March 16, 2011).
[11] City of La Habra, *La Habra 2008–2014 Draft Housing Element* (October 2010).

- Due to the relatively limited supply of undeveloped property in many Orange County communities such as La Habra, SCAG projections suggest Orange County will account for a limited share of total population growth (seven percent), when compared to the Inland Empire, which is projected to account for one-half (50 percent) of the growth. In comparison to surrounding communities and Orange County as a whole, La Habra is projected to experience a relatively slow rate of population and household growth. Total population growth over the next 10 years (2,430 residents) is projected to equal less than 60 percent of total population growth experienced during the previous 10 years (4,210 residents). The absolute increase in resident households and local jobs employment over the next 10 years is expected to reflect a similar growth trajectory. SCAG's long-term outlook for La Habra follows a typical buildout scenario where the current intensity of land use development would remains relatively fixed over the foreseeable future.
- During the state's fiscal year 2012 budget negotiations, the Governor of California—Jerry Brown—proposed elimination of the state's roughly 425 redevelopment agencies in order to cut state spending and re-appropriate redevelopment monies elsewhere. This potential action places current and potential future local redevelopment projects in flux. At the time of drafting this Technical Background Report, a decision hadn't been made on the fate of redevelopment and the Community Redevelopment Law in California.

Issues/Implications

- Because La Habra is 99 percent built out, housing needs are not anticipated to change significantly over the upcoming decades, although demonstrating there is sufficient development capacity in the City to accommodate the RHNA may.
- The net result of a comparatively lower jobs-housing ratio in La Habra results in residents being more likely to have longer commutes. The City is also more likely to provide services to these residents without as much revenue support from employment-related land uses.

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2.4 HISTORIC/CULTURAL RESOURCES

Introduction

This section describes the existing cultural resources that are significant to the character of the La Habra planning area. Cultural resources are defined as buildings, sites, districts, structures, or objects having historical, architectural, archaeological, or cultural importance. This includes historic or built environment resources, archaeological resources, and resources considered significant to particular groups of people. A historic or built environment resource is found above the ground surface, and is any building, structure, or object at least 45 years of age. Archaeological resources are generally located below the ground surface and are divided into two categories: prehistoric and historic. Prehistoric archaeological resources date from before the onset of the Spanish Colonial period (1769) and historic archaeological resources date from after the onset of the Spanish Colonial period. A historical resource is a term with a defined statutory meaning, which applies to any cultural resource listed in or eligible for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or any local designation. This includes both significant historic and archaeological resources.

La Habra's cultural resources include physical elements that define the City's past and present and gives La Habra a unique identity. These resources, when preserved and well maintained provide the community with a sense of permanence that fosters civic pride and stewardship among its residents and businesses. Data from various sources were used for the preparation of this section, including a records search of the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC);[1] a search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF);[2] a search of on-line listings for the NRHP,[3] California State Historic Landmarks, CRHR, and California Points of Historical Interest;[4] the La Habra General Plan 2020 (1990);[5] and resources to inform regarding the historical background (Byrd and Raab 2007,[6] Bean and Smith 1978,[7] McCawley 1996,[8]

[1] South Central Coastal Information Center, Confidential In-House Records Search for the La Habra General Plan Update Project (January 2011).
[2] Native American Heritage Commission, Re: Request for a Sacred Lands File Search and Native American Contacts for the: "City of La Habra General Plan Update Project," located in the City of La Habra, Orange County, California (January 11, 2011).
[3] National Register of Historic Places, NRHP Listings for Orange County (2011), http://nationalregisterofhistoricplaces.com/ca/Orange/state.html and http://nationalregisterofhistoricplaces.com/ca/Orange/districts.html (accessed January 18, 2011).
[4] Office of Historic Preservation, OHP Listed Resources (2011), http://www.parks.ca.gov/listed_resources/?view=county&criteria=30 (accessed January 18, 2011).
[5] City of La Habra, *City of La Habra General Plan 2020* (1990).
[6] B.M. Byrd and L.M. Raab, Prehistory of the Southern Bight: Models for a New Millennium, in *California Prehistory: Colonization, Culture, and Complexity*, T.L. Jones and K.A. Klar, eds. (Plymouth, UK: Alta Mira Press, 2007), pp. 215–228.
[7] L. Bean and Smith, Gabrieliño, in *Handbook of North American Indians*, Volume 8, *California*, Robert F. Heizer, editor (Washington D.C.: Smithsonian Institution, 1978), pp. 538–549.
[8] W. McCawley, *The First Angelinos: The Gabrielino Indians of Los Angeles* (Banning: Malki Museum Press, 1996).

Cramer 1969,[9] Ward 2007,[10] and the La Habra website[11]) of the community. These sources are listed under "References" at the end of this section.

La Habra Historical Background

Cultural resources are frequently defined in terms of tangible materials attributed to a culture. These include districts, sites, structures, artifacts, and other evidence of human use considered important to a culture or community for scientific, traditional, religious, or other reasons. Resources may be historic, archaeological, architectural, or archival in nature. Cultural resources may also consist of less tangible attributes, such as landscapes considered sacred to particular groups.

PREHISTORIC BACKGROUND

The City of La Habra lies within the geographical province of California's Southern Bight. (A bight by definition is a bend or curve in a geographical feature, usually a curve in the line between land and water). The Southern Bight is a region defined by the southeastward bend of the coastline from Point Conception to the U.S.-Mexico border. This region encompasses Los Angeles, Orange, and San Diego Counties, western Riverside County and the Channel Islands. At the time of Spanish contact, the Southern Bight was home to the ethnographic Chumash, Gabrielino (Tongva), Luiseño, Juaneño, and Kumeyaay. La Habra, located approximately 25 miles east from the Pacific Coast in the interior of Orange County, is most closely associated with the Gabrielino.

ETHNOGRAPHIC BACKGROUND

The La Habra planning area is located within the traditional territory of the Tongva peoples, also known as the Gabrielino. The name Gabrielino refers to San Gabriel, one of the two main Spanish missions established in Gabrielino territory. Their traditional territory included most of the San Fernando Valley and the Los Angeles Basin, inland as far as the City of San Bernardino, and outwards to the Pacific coast stretching from Topanga Canyon to north of Aliso Creek. Also included in Gabrielino territory are the southern Channel Islands of San Clemente, Santa Catalina, and San Nicolas. At the time of Spanish contact, the Gabrielino were, with the possible exception of the Chumash, the wealthiest, most populous, and most powerful ethnic aboriginal group in Southern California.

The extensive Gabrielino territory encompassed several biotic zones, and their material culture reflects the wide range of available resources found throughout these zones. The Gabrielino are perhaps best known for steatite artifacts, such as very large cooking vessels, bowls, pipes, and effigy carvings; steatite objects were largely obtained from Santa Catalina, where a steatite industry appears to have flourished. Utilitarian items consist of a range of bedrock and portable milling equipment, such as manos, stylized pestles, mortars, and metates; shell and bone implements such as basketry awls, fishhooks, and deer scapulae saws; and non-steatite lithic artifacts such as projectile points, scrapers, drills, and knives. Ornamental items included many shell artifacts, especially beads and ornaments of abalone and olivella. Shell beads are particularly important, as the changes in type, frequency, and significance over time

[9] E.R. Cramer, *La Habra: The Pass Through the Hills*. Second Edition (1969, 2003).
[10] C. Ward, *City of La Habra Historic Resources Inventory Phase One Report* (June 2007).
[11] City of La Habra, A Brief History of La Habra, 2011. http://www.lahabracity.com/article.cfm?id=78 (accessed January 18, 2011).

from ornamental items to those with monetary value reflect the growing economic and political complexity present within California in general, and within Southern California in particular. Archaeological evidence suggests that shell bead exchange was occurring between the southern Channel Islands and the Orange County coast as long ago as 5,000 years. Trade took place most frequently between mainland and island groups, but also with neighboring peoples, and those as far away as the Sacramento Valley, Oregon, and Arizona, as evidenced in cross findings of shell bead, steatite, ceramic, and dietary remains.

Gabrielino settlement and subsistence practices reflect a division between island and inland groups. Mainland settlements appear to have been inhabited year-round, and were strategically located nearer freshwater resources. The few identified mainland coastal settlements are located adjacent to past estuaries that also provided easy access to marine resources. Seasonal, secondary camps have also been located throughout the various mainland environmental zones. Mainland subsistence patterns reflect a diet primarily based on plant resources, such as yucca, cacti, acorns, islay, and chia. Terrestrial fauna was secondary and included small mammal, deer, and seasonal waterfowl. Coastal resources, such as shellfish, rays, sharks, sea mammals, and deep-water fish such as tuna and swordfish supplemented the diet. In both locations, the Gabrielino are known to have constructed several kinds of structures, ceremonial and domestic. Ceremonial structures included small semicircular earth-covered sweathouses and large open-air ramadas. Their homes were usually domed, circular structures thatched with tule, fern, or carrizo, a tall reed with wide leaves and plume-like florets. The social system of the Gabrielino is based on ethnographic information obtained early in the twentieth century, which is often contradictory. Generally, it appears that large settlements, or villages, were composed of several lineages and each village was largely politically autonomous. Each lineage had its own leader/elder and system of ritualized reciprocity.

Extended contact with the Spanish was initiated with the founding of Mission San Gabriel Arcángel in 1771 and Capistrano Mission in 1776. As a result of prolonged contact, the introduction of European plants, animals, and diseases, as well as missionization, much of the Gabrielino population was decimated and their traditional life-ways lost. Despite this, many of their descendants still live in the Southern California areas once inhabited by their ancestors, and many of whom are working to preserve and rejuvenate their once affluent traditional culture.

HISTORIC BACKGROUND

The earliest documented Europeans to enter the La Habra Valley were led by Gaspar de Portolá during his 1769 journey from San Diego to find the Bay of Monterey. Juan Crespi, a member of Portolá's group, described the area as a "beautiful valley of many leagues of good land." The passage of Portolá's party through the Puente Hills into the San Gabriel Valley is one of the most likely sources of La Habra's name, which translates as "the opening" or "pass through the hills." Portolá passed through the La Habra Valley again in January of 1770 on his return trip to San Diego; however; this time he entered the valley from the west, around the Puente Hills. This more direct route from the San Gabriel area became known as El Camino Real.

The Spanish colonization of California was achieved through a program of military-civilian-religious conquest. Under this system, soldiers secured areas for settlement by suppressing Native and foreign resistance and established fortified structures (presidios) from which the colony would be governed. Civilians established towns (pueblos) and stock-grazing operations (ranchos) that supported the

settlement and provided products for export. The missionary component of the colonization strategy was led by Spanish priests, who were charged with converting Native Americans to Catholicism, introducing them to Spanish culture, and training them as a labor force. Ultimately, four presidios and twenty-one missions were established in Spanish California between 1769 and 1821. During this period, the lands that constitute present day La Habra were part of larger holdings owned by the Spanish government. From the founding of the Mission San Gabriel in 1771, these lands were under control of the mission's fathers. The mission fathers visited the La Habra Valley to procure laborers to work in the mission and to teach them the "arts of civilized life."

In 1822, and after more than a decade of revolutionary struggle, Mexico achieved independence from Spain, and California became a distant outpost of the Mexican Republic. Under a law adopted by the Mexican congress in 1833, the mission lands were to be subdivided into land grants, or ranchos, to be sold to prominent military members and politicians. The lands that constitute present day La Habra were granted to Don Mariano Reyes Roldán in 1839. This land grant of 6,698 acres was named the Rancho Cañada de La Habra, and shortly thereafter a small corral and an enclosed garden were constructed. Along with cattle and horses, Roldán kept about 500 head of sheep and may have grown barley and wheat on his rancho lands.

Beginning in the early 1840s, Mexico's hold on California was threatened by the steady overland migration of American settlers into the region. War between the U.S. and Mexico commenced in May of 1846, and many decisive battles in this conflict took place in California. The United States eventually prevailed, and the American victory over Mexico was formalized in February of 1848 with the Treaty of Guadalupe Hidalgo. Under the Treaty, Mexico ceded to the United States the present states of California, Nevada, and Utah, and parts of New Mexico, Arizona, Wyoming, and Colorado.

The United States Constitution Monument with a plaque placed in 1987 by the La Habra Committee on the Bicentennial. Orange County Historical Commission Historical Site No. 21 Plaque for the La Habra United States Post Office is found at the base of the monument.

In the ensuing years, numerous natural disasters plagued the rancho lands, including floods, severe drought, and a smallpox epidemic in 1863. These disasters brought bankruptcy to many of the cattle ranchers, and many of the rancho lands were sold to pay off debt or subdivided to be sold to settlers. In the late 1860s, the Rancho de La Habra was purchased by Abel Stearns, and the rancho lands were kept intact for approximately two more decades.

The Southern Pacific Railroad (SPR) completed a rail line from San Francisco to Texas in 1876, which connected portions of Southern California to the transcontinental system in the following years. With the arrival of the railroad to the region, settlers began to come to the area to buy parcels of land within the Rancho La Habra in the 1890s. Additional settlers came to the area by wagon, and these settlers raised grain and sheep.

The community was founded in 1896, and named “La Habra” when a United States Post Office was started in the corner store, called Coy Store. The Orange County Historical Commission named the location of the Post Office as Historical Site No. 21, and placed a commemorative plaque in 1976. A rural school was built in 1896 through the efforts of one of the founding fathers, Willets J. Hole. Among the early settlers was the Milhous family, including the grandparents of the nation’s 37th president, Richard Milhous Nixon. Nixon would later open his first law office in La Habra, adjacent to the Civic Center.

Prior to the advent of the twentieth century, it was found that citrus production was very successful in La Habra. Nearing the turn of the century, the most successful citrus farm in La Habra belonged to C.W. Leffingwell, Jr. Aware of the value of regular irrigation, he developed deep wells with powerful pumps to water his 100-acre Lemonita grove. Leffingwell’s ranch was a wholly self-contained, growing-to-shipping operation. In 1910, several hundred acres of the southern portion of the La Habra Valley were planted in oranges by the Bastanchurys. Their endeavor took several years, but it became the single largest citrus planting in the world. During this period, it was also found that avocados could be grown in La Habra with success. In 1910, George Beck planted La Habra’s first commercially successful avocado grove on his ten-acre Garden of Fruits. These avocados were in great demand, and by 1928, La Habra bore the distinction of being the largest avocado center in Southern California. However, the success of avocado production could never surpass that of citrus production. The citrus industry eventually reached its peak in La Habra in the 1940s. Then, with the onset of the postwar boom period of the 1950s, the citrus groves were razed to make room for housing for an increasing population.

In 1911, the La Habra-Yorba Linda Line was added as a line of the Pacific Electric Railway. The route, passing through one of the most sparsely populated areas of Greater Los Angeles, had a total of 34 stations (5 of which were in La Habra) and at its peak operation in 1938, had a total of 100,105 daily passenger boardings. The line was not originally intended for passenger service and provided service to the citrus packinghouses. However, the location of the railroad helped establish the development patterns in the city, in particular the southeast portion of the city where all of the existing manufacturing and industrial properties were serviced by the railroad spurs. In 1938, the line was stopped by the Pacific Electric for passenger service, however, was taken over by the Southern Pacific Railroad for freight service only, and is currently operated by the Union Pacific Railroad.

In 1912, Standard Oil took a lease on 80-acres of the Emery Ranch in the West Coyotes Hills. A work camp was assembled, and a large crew was hired to develop the oil land. Standard’s Emery #2 came in at over 1,000 barrels a day, and this was followed by four other gushers on what was known as the “Big Bonanza Lease.” The largest was Emery #7, and it provided more than 10,000 barrels a day. This was regarded as the greatest producer of oil in Southern California history. Thereafter, Standard sought additional land in the area, and acquired new leases.

Plaque at the Chevron Service Station at the southeast corner of Beach Boulevard and Imperial Highway to commemorate the location of the La Habra Research Laboratory in association with the West Coyote Hills Oil Field area.

During the period of citrus production and oil industry successes, La Habra continued to grow. By 1916, commercial activities included a bank, three general stores, a meat market, a small hotel, two restaurants, a barbershop, a bakery, a dance hall, and a local

newspaper. As industry and commercial activity continued to grow, the property values in the La Habra area began to increase dramatically. Thereafter, the City was incorporated under general law on January 20, 1925, with a population of 3,000. The Police Force was organized in 1926, and in 1930 the first Fire Department building was constructed. This was followed by the construction of the original City Hall in 1935. By 1950, the population reached nearly 5,000. The Civic Center was established when the existing County Library was dedicated in 1966, followed by the present Administration Building in 1969.

In the 1970s, La Habra was found to be outstanding in the areas of human relations, housing needs, environmental protection, business revitalization, broadening educational opportunities, boosting industry, and community services. For these reasons, the National Municipal League honored La Habra with the All-America City award in 1974. At that time, over 100 service clubs and civic organizations contributed to the City's progress and success, and this community participation continues today. La Habra was also chosen as a Bicentennial City during 1974, in recognition of its commemoration of the Bicentennial in America's history. As of 2010, the City of La Habra boasted a population of 60,239 people.

Regulatory Framework

FEDERAL

Federal regulations for cultural resources can be found within the National Environmental Policy Act of 1969 (NEPA), where federal agencies are directed to use all practicable means to preserve important historic, cultural, and natural aspects of our national heritage (Section 101(b) (4)). This applies to actions proposed on federal lands. For projects found on non-federal lands, regulations for cultural resources are primarily governed by Section 106 of the National Historic Preservation Act (NHPA) of 1966, which applies to actions taken by federal agencies. The goal of the Section 106 review process is to offer a measure of protection to sites that are listed or determined eligible for listing on the National Register of Historic Places (NRHP). The criteria for determining NRHP eligibility are found in 36 Code of Federal Regulations (CFR) Part 60. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on Historic Properties and affords the federal Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, "Protection of Historic Properties," are found in 36 CFR Part 800. The NRHP criteria (36 CFR 60.4) are used to evaluate resources when complying with NHPA Section 106. Those criteria state that eligible resources comprise districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and any of the following:

(a) Are associated with events that have made a significant contribution to the broad patterns of our history

(b) Are associated with the lives of persons significant in our past

(c) Embody the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction

(d) Have yielded or may be likely to yield, information important to history or prehistory

Eligible properties must meet at least one of the criteria and exhibit integrity. Historical integrity is measured by the degree to which the resource retains its historical attributes and conveys its historical character, the degree to which the original fabric has been retained, and the reversibility of changes to

the property. Three of the four criteria are generally meant to apply to historic structures; however, Criterion D is also sometimes associated with archaeological materials.

Archaeological site evaluation assesses the potential of each site to meet one or more of the criteria for NRHP eligibility based upon visual surface and subsurface evidence (if available) at each site location, information gathered during the literature and records searches, and the researcher's knowledge of and familiarity with the historic or prehistoric context associated with each site. The American Indian Religious Freedom Act, Title 42 United States Code, Section 1996, protects Native American religious practices, ethnic heritage sites, and land uses.

STATE

Under the California Environmental Quality Act (CEQA), public agencies must consider the impacts of their actions on both *historical resources* and *unique archaeological resources*. Pursuant to Public Resources Code (PRC) Section 21084.1, a "project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." Section 21083.2 requires agencies to determine whether proposed projects would have effects on unique archaeological resources.

Historical resource is a term with a defined statutory meaning (refer to PRC Section 21084.1 and CEQA Guidelines, Section 15064.5(a) and (b)). The term applies to any resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR). The CRHR includes resources listed in or formally determined eligible for listing in the NRHP, as well as some California Historical Landmarks (CHL) and California Points of Historical Interest (PHI).

Properties of local significance that have been designated under a local preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the CRHR and are presumed to be historical resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC Section 5024.1 and California Code of Regulations, Title 14, Section 4850). Unless a resource listed in a survey has been demolished, lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource to be potentially eligible for the CRHR.

In addition to assessing whether historical resources potentially impacted by a proposed project are listed or have been identified in a survey process, lead agencies have a responsibility to evaluate them against the CRHR criteria prior to making a finding as to a proposed project's impacts to historical resources (PRC Section 21084.1 and CEQA Guidelines Section 15064.5(a)(3)). In general, an historical resource, under this approach, is defined as any object, building, structure, site, area, place, record, or manuscript that:

(a) Is historically or archeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, or cultural annals of California; and

(b) Meets any of the following criteria:

1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2) Is associated with the lives of persons important in our past;

3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4) Has yielded, or may be likely to yield, information important in prehistory or history. (CEQA Guidelines, Section 15064.5(a)(3))

Archaeological resources can sometimes qualify as "historical resources" (CEQA Guidelines, Section 15064.5(c)(1)). In addition, PRC Section 5024 requires consultation with the Office of Historic Preservation when a project may impact historical resources located on state-owned land.

For historic structures, CEQA Guidelines Section 15064.5(b)(3) indicate that a project that follows the Secretary of the Interior (SOI) Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, or the SOI Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, shall mitigate impacts to a level of less than significant. Potential eligibility also rests upon the integrity of the resource. Integrity is defined as the retention of the resource's physical identity that existed during its period of significance. Integrity is determined through considering the setting, design, workmanship, materials, location, feeling, and association of the resource.

As noted above, CEQA also requires lead agencies to consider whether projects will impact unique archaeological resources. PRC Section 21083.2(g) states that 'unique archaeological resource means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person. (PRC §21083.2(g))

Treatment options under Section 21083.2 include activities that preserve such resources in place and in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation, or study in place without excavation and curation (if the study finds that the artifacts would not meet one or more of the criteria for defining a unique archaeological resource).

Advice on procedures to identify cultural resources, evaluate their importance, and estimate potential effects is given in several agency publications such as the series produced by the Governor's Office of Planning and Research (OPR). The technical advice series produced by OPR strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including but not limited to, museums, historical commissions, associations and societies, be solicited as part of the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains and associated grave goods regardless of their antiquity and provides for the sensitive treatment and disposition of those remains.

California Public Resources Code 5097.5

Section 5097.5 of the California PRC provides protection for cultural resources, where PRC 5097.5(a) states, in part, that:

> No person shall knowingly and willfully excavate upon, or remove, destroy, injure, or deface, any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, rock art, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over the lands.

California Health and Safety Code Sections 7050.5, 7051 and 7054

Section 7050.5(b) of the California Health and Safety Code specifies protocol when human remains are discovered. The code states:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 (commencing with section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in section 5097.98 of the Public Resources Code.

California Public Resources Code Section 15064.5 (e)

CEQA Guidelines Section 15064.5(e) requires that excavation activities be stopped whenever human remains are uncovered and that the county coroner be called in to assess the remains. If the county coroner determines that the remains are those of Native Americans, the NAHC must be contacted within 24 hours. At that time, the lead agency must consult with the appropriate Native Americans, if any, as timely identified by the NAHC. Section 15064.5 directs the lead agency (or project proponent), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

Senate Bill 18

As of March 1, 2005, Senate Bill 18 (Government Code Sections 65352.3 and 65352.4) requires that, prior to the adoption or amendment of a general plan proposed on or after March 1, 2005, a city or county must consult with Native American tribes with respect to the possible preservation of, or the mitigation of impacts to, specified Native American places, features, and objects located within that jurisdiction. The SB 18 process to consult with Native American tribes will be initiated during the initial stages of the General Plan Update Environmental Impact Report (EIR).

REGIONAL

Orange County Historical Commission

The Orange County Historical Commission was established by the Board of Supervisors in 1973. The Commission was formed in response to requests by interested County residents, and the Orange County

families, businesses, libraries, schools, churches, and other institutions that have fostered interest in their histories. The Commission is a citizen advisory group comprised of fifteen members, with three members appointed from each of the five Supervisorial Districts. The Commission holds monthly meetings and reviews items related to historic places, archeological and paleontological sites, archives/historic records, publications, and special events. The Commission's role is to advise the Board of Supervisors and County agencies regarding these matters. The duties and objectives of the Commission are as follows:

1. Identify and promote the preservation and use of buildings, sites, structures, objects, and districts of importance in Orange County.
2. Stimulate and encourage financial and partnership support for projects in the public and private sectors.
3. Coordinate countywide programs and act as a liaison among local organizations.
4. Advise and aid the public and private sectors in meeting museum needs.
5. Promote research, writing, and publication of Orange County history and related subjects.
6. Develop and maintain a central file of Orange County historical resources for public use.

L O C A L

LA HABRA GENERAL PLAN

Cultural resources are not addressed in the existing City of La Habra 2020 General Plan (1990).[12]

LA HABRA MUNICIPAL CODE

The Municipal Code (Section 15.64.050) defines a "historic structure" as any structure that is any of the following:

A. Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register
B. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the secretary to qualify as a registered historic district
C. Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of Interior
D. Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either by an approved state program as determined by the Secretary of the Interior or directly by the Secretary of the Interior in states without approved programs

This definition is referenced with respect for the issuance of variances (Section 15.64.300), where a variance could be issued for the repair or rehabilitation of "historic structures" (as defined in Section 15.64.050) upon a determination that the proposed repair or rehabilitation will not preclude the

[12] City of La Habra, *City of La Habra General Plan 2020* (1990).

structure's continued designation as a historic structure and the variance is the minimum necessary to preserve the historic character and design of the structure.

Existing Conditions

KNOWN CULTURAL RESOURCES

SOUTH CENTRAL COASTAL INFORMATION CENTER RECORDS SEARCH

A records search was performed by a PBS&J archaeologist at the South Central Coastal Information Center (SCCIC) for the project area and a one-quarter-mile radius.[13] The records search included a review of all cultural resource records, technical reports, and historic maps on file for the La Habra planning area and the additional search radius. The search also includes a review of PHIs, CHLs, the California Register of Historical Resources (CRHR), the National Register of Historic Places (NRHP), and the California Historic Resources Inventory (HRI) as presented in the California Office of Historic Preservation (OHP) Historical Property Data File.

The SCCIC records search indicated that the planning area has been subject to numerous studies; however, these studies have collectively addressed less than 10 percent of the planning area acreage. The minimal planning area acreage considered by previous studies may lend to a small number of known and previously recorded resources within the planning area. The records search identified twenty-one built-environment historic age structures resources within the City that have been evaluated for inclusion in the NRHP, including the Old La Habra Library, and several commercial properties on West La Habra Boulevard. These structures have been found ineligible for listing in the National Register of Historic Places, but have not been evaluated for inclusion in the CRHR or any local registers. An additional built-environment resource consisting of a bridge was identified during a survey, but has not been evaluated for inclusion in the NRHP, CRHR, or any local registers.

The records search also identified one archaeological resource within the City (i.e., West Coyote Hills area). This site consists of an unevaluated prehistoric site with a possible subsurface component. The presence of this one resource indicates that other archaeological sites may be located within the West Coyote Hills, and that archaeological materials may be found within undisturbed soils found beneath the development present in the valley below. With that said, between June 1995 and November 1997 RMW Paleo Associates conducted a field investigation for PLC Land Company to complete the cultural resources research related to the development of the former Chevron Oil Field in La Habra within the West Coyote Hills area. The research entailed monitoring of brushing and grading operations in preparation of construction of a residential community, La Habra Hills, and Westridge Golf Club. The findings of the investigation concluded with no prehistoric cultural resources discovered during monitoring of the project, although artifacts were collected and cataloged. Historic resources discovered consisted of refuse related to oil extraction activities and the personal activities of persons probably working for the oil industry and were not considered significant. One historic foundation was excavated during monitoring but was determined to be not significant.[14]

[13] South Central Coastal Information Center, Confidential In-House Records Search for the La Habra General Plan Update Project (January 2011).

[14] RMW Paleo Associates, Cultural Resources Monitoring of Grading on the Former Chevron Oil Field in the West Coyote Hills, La Habra, Orange County, California (August 1999).

NATIVE AMERICAN RECORDS SEARCH

A search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was conducted to determine the presence of Native American cultural resources within the planning area. The NAHC response letter indicated that no SLF-listed Native American cultural resources were known within the City limits of La Habra.[15] With that said, between November 1992 and August 1993 RMW Paleo Associates conducted the initial field investigation for Westridge Partners II to complete the cultural resources research (e.g., examination of the surface following brushing, recording of an archaeological site, test excavation and controlled destruction of that site, data recovery excavation, and analysis of recovered material) related to the construction of a residential community, La Habra Hills, and Westridge Golf Club located within the northern West Coyote Hills area. One of the major findings of the report was the discovery and excavation of a human burial at a depth of 30 centimeters. Located within the northwest quadrant of the project site, the human remains found were teeth fragments and bones of extremely poor condition due to exposure to the elements. A trench was excavated around the burial and a plaster jacket was placed around the remains.[16] The remains were determined to be of Native American decent, removed from the site, and reburied in a local greenbelt by a NAHC representative.

The NAHC response letter also listed local Native American contacts who may have knowledge of cultural resources in the planning area, and recommended that these organizations and individuals be consulted regarding the presence or absence of resources not listed in the SLF.[17] These local Native American contacts have not been consulted to-date, but will be contacted during the initial stages of the General Plan Update Environmental Impact Report (EIR) to potentially gather additional information on the presence or absence of resources not listed in the Sacred Lands File.

OTHER SOURCES CONSULTED

Additional searches were conducted to supplement the SCCIC records search information, including an online search for the National Register of Historic Places[18] and the California Historical Landmarks, California Points of Historical Interest, and California Register of Historical Resources.[19] Several books, documents, and online resources were also reviewed to inform the presence or absence of significant resources in the planning area: The La Habra 2020 General Plan (1990),[20] Byrd and Raab 2007,[21] Bean and Smith 1978,[22] McCawley 1996,[23] Cramer 1969,[24] Ward 2007,[25] and the La Habra website.[26]

[15] Native American Heritage Commission, Re: Request for a Sacred Lands File Search and Native American Contacts for the: "City of La Habra General Plan Update Project," located in the City of La Habra, Orange County, California (January 11, 2011).
[16] RMW Paleo Associates, Excavations at CA-OR-1334, La Habra, Orange County, California (April 1994).
[17] Native American Heritage Commission, Re: Request for a Sacred Lands File Search and Native American Contacts for the: "City of La Habra General Plan Update Project," located in the City of La Habra, Orange County, California (January 11, 2011).
[18] National Register of Historic Places, NRHP Listings for Orange County (2011), http://nationalregisterofhistoricplaces.com/ca/Orange/state.html and http://nationalregisterofhistoricplaces.com/ca/Orange/districts.html (accessed January 18, 2011).
[19] Office of Historic Preservation, OHP Listed Resources (2011), http://www.parks.ca.gov/listed_resources/?view=county&criteria=30 (accessed January 18, 2011).
[20] City of La Habra, *City of La Habra 2020 General Plan* (1990).

SIGNIFICANT CULTURAL RESOURCES

DESIGNATION PROCESS

There are three general types of designations for significant archaeological resources, historical properties districts, traditional cultural properties, and landscapes. The system includes federal designation in the NRHP for resources of importance and relevance to national heritage, state level designation in the CRHR, and local designation as Orange County Historical Landmarks (OCHL) by the Orange County Historical Commission for resources of importance to local history and culture. Each of these registers employs different criteria to determine whether a resource could be determined eligible for inclusion, and these criteria are further discussed in the Regulatory Framework. Currently, there are no resources within the planning area listed in the National Register of Historic Places, California Register of Historical Resources, or as OCHLs.

PAST, PRESENT, AND FUTURE IDENTIFICATION EFFORTS

The City of La Habra values its cultural resources that are not included in federal, state, and local registers, and recognizes the need to identify important historic age structures within the City that may be considered eligible for listing in significant registers in the future. The City has employed adaptive reuse for some of their locally important buildings, and is concerned about the integrity of these resources.

The La Habra Children's Museum Plaque. This Plaque denotes the location of the renovated Union Pacific Depot, which was dedicated as the La Habra Children's Museum in 1977.

Such resources include, but are not limited to the La Habra Children's Museum, housed in the renovated Union Pacific Depot; the La Habra Depot Theatre, which is the original train station built in the 1920s for the Pacific Electric Railroad and was moved to its present location on Euclid Street in the 1970s; the La Habra Art Building, which originally served as an auto repair facility when constructed in the 1930s; and the Veteran's Hall and the building that houses the La Habra History Museum (former library), which were built in 1937 along with the original City Hall (demolished in 1970) that formed the Civic Center complex. The City is also in the process of identifying Historic Resources within the planning area. The City has also established the "Boulevard of the Bells" along a portion of La Habra Boulevard, which includes the placement of Mission Bells at

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[21] B.M. Byrd and L.M. Raab, Prehistory of the Southern Bight: Models for a New Millennium, in *California Prehistory: Colonization, Culture, and Complexity*, T.L. Jones and K.A. Klar, eds. (Plymouth, UK: Alta Mira Press, 2007), pp. 215–228.

[22] L. Bean and Smith, Gabrieliño, in *Handbook of North American Indians*, Volume 8, *California*, Robert F. Heizer, editor (Washington D.C.: Smithsonian Institution, 1978), pp. 538–549.

[23] W. McCawley, *The First Angelinos: The Gabrielino Indians of Los Angeles* (Banning: Malki Museum Press, 1996).

[24] E.R. Cramer, *La Habra: The Pass Through the Hills*. Second Edition (1969, 2003).

[25] C. Ward, *City of La Habra Historic Resources Inventory Phase One Report* (June 2007).

[26] City of La Habra, A Brief History of La Habra, 2011. http://www.lahabracity.com/article.cfm?id=78 (accessed January 18, 2011).

significant historical sites along the route of "The El Camino Real" as a reminder of La Habra's historical significance. These symbolic bells provide daily reminders to residents and visitors of the history of La Habra.

The City of La Habra Historic Resources Inventory process commenced in 2006/07, with the first phase of a two-phase identification and recommendation process for historic age structures within the planning area. The second phase is currently in progress; however, Phase One of this effort identified a total of 110 structures considered as potential Landmark,[27] Key,[28] or Contributor[29] properties. These properties are located to the north of La Habra Boulevard and are found within the original La Habra City limits.

During Phase One of the Historical Resources Inventory, six structures were found to be Landmarks, 20 were identified as Key, and an additional 84 structures were determined eligible as Contributors. The buildings identified as Landmarks are listed below:

1. Christian Science Building at 521 North Euclid
2. Historic Methodist Episcopal Church at 150 East First Avenue
3. Old Legion Hall/Veteran's Hall at 209 East La Habra Boulevard
4. Old La Habra Library at 215 East La Habra Boulevard
5. 323 North Euclid Street
6. 624 West Erna Avenue

Phase Two of this historic resources identification effort will incorporate the findings and recommendations of Phase One, survey portions of the City beyond the historic core assessed during Phase One, generate a Historic Context Statement for the City, create a community-based public participation effort, and create an electronic database of the Phase One and Phase Two data.

Issues/Implications

- Repairs and alterations will be necessary for some of the important City resources to maintain the quality of the facilities such as the La Habra Children's Museum, Depot Theatre, Veteran's Hall, and the La Habra History Museum.
- Redevelopment and development within the planning area can threaten structures within the City that may become of historic age under CEQA in the future and/or threaten historic age structures that may be found eligible for inclusion in registers of significant resources in the future.

[27] Buildings in exceptional condition, reflective of a distinctive style, or known to be related to persons significant to La Habra's heritage.

[28] Buildings considered as very good examples of La Habra's architectural past. These buildings are fine period examples, and retain an architectural "time-capsule" of the property.

[29] Buildings that contribute to the overall streetscape of structures. These buildings are important in a general historic and architectural context in relation to their setting and not necessarily of architectural distinction as individual resources. Buildings that appear to have reversible changes and therefore could be restored to their original appearance qualify as Contributors. Contributing buildings restored to their original appearance qualify to be upgraded to the "Key" listing.

- Potential subsurface and previously unknown archaeological deposits may be impacted by future development or redevelopment. Specifically, these impacts could occur in undeveloped areas or within undisturbed soils beneath developed areas.
- Existing historic age resources may be negatively impacted by incompatible architectural designs that do not acknowledge the historical context of surrounding development.
- Repairs and alterations to important City buildings may introduce elements that detract from their historical character.

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2.5 COMMUNITY IDENTITY

Introduction and Background

This section identifies elements, summarizes the existing aesthetic, and describes social service programs in the City that contribute to La Habra's unique identity. Information for this section was obtained from the City, the La Habra General Plan 2020 Community Identity Element, and local community service providers.

A community's identity and sense of place is largely defined by its aesthetics and social image. Aesthetics is defined by a variety of natural and man-made elements that serve as visual landmarks and contribute to the unique character of the community. Social image on the other hand, is defined by those private and public agencies and groups that provide services to residents of the community.

La Habra's aesthetic character is largely defined by the built form of development as influenced by its density and building location massing, relationship to one another, and architectural character and quality. Other contributors to the City's aesthetics include the design of public streetscapes, gateway features/signs, private and public landscape, presence of historic resources, and the natural environmental setting (e.g., topography, vegetation, and open spaces).The quality of the aesthetic environment is typically achieved through design guidelines and development standards. The main objective of design guidelines and development standards is to promote a higher quality of life through well-designed urban form and quality visual elements. A number of regulatory plans have been adopted by the City in an effort to enhance and maintain a strong community identity in regards to aesthetics.

Contributors to La Habra's social environment include cultural/arts programs, youth services, senior services, community groups, and communities of faith. Their main objective is to promote a high quality of life through enhanced community safety, culture, arts, sports, and support for all members of the community.

VALUES STATEMENT FOR CITY OFFICIALS AND EMPLOYEES

On August 3, 2009, the La Habra City Council adopted a Values Statement for the City organization and its officials and employees, as follows:

- **Integrity**—Having integrity means being true to our values and acting with consistency in every situation. Integrity involves self-reflection, self-control, and behaving toward others truthfully and in a manner consistent with our values and beliefs.
- **Respect**—Showing respect towards others includes patient listening, courtesy, politeness, dignity, and tolerance. Respect requires keeping an open mind, avoiding quick judgment, and treating people equally and fairly. In all that we do, we act to treat others as we would like to be treated.
- **Trust**—Building and maintaining the public's trust and our trust in each other requires honesty, sincerity and playing by the rules. To establish trust in our relationships with others means to follow through with our responsibilities and promises to others and to communicate in a forthright and truthful way.

- **Excellence**—We value excellence in our work and dealings with others. Excellence means exceeding expectations and always being careful, thorough, and diligent in our performance. We continuously use our knowledge, skills, and abilities to identify and implement ways to improve our organization and our processes, programs and services.
- **Community Partnership**—We are part of the community. Community partnership involves collaborating with residents and organizations for the betterment of La Habra. We value communication with those that we serve and encourage their participation in our community.
- **Responsibility**—We are responsible to one another, our work, and the community as a whole. Having responsibility means accepting our role in the City's mission and being accountable for our actions, freely accepting the outcomes and consequences. We consider the impact of our decisions on each other and the community and own up to our mistakes.
- **Loyalty**—We are loyal to our chosen profession and to the community. We will continuously seek out opportunities to promote the community's interests for the common good. La Habra and its residents and businesses are the highest priority in our professional lives.

Regulatory Framework

LOCAL

LA HABRA GENERAL PLAN 2020 COMMUNITY IDENTITY ELEMENT

The Community Identity Element of the La Habra General Plan 2020 was created to identify ways to promote improvements in the City's infrastructure that will help delineate differences between La Habra and its neighbors, while at the same time enhancing the City's aesthetic image and pride as a clean, well-maintained community. The goals and policies of the Community Identity Element include:

- Goal 1: Community Aesthetics/Beautification—It is the goal of the City to pursue and encourage the visual enhancement of the community in order to present an image of La Habra as a desirable place to live, work, and shop.
  - Policy 1.A: It shall be the policy of the City to establish and maintain a street tree planting and landscaping plan for both the public right-of-way and front setback areas along all the major commercial and industrial streets throughout the City.
  - Policy 1.B: It shall be the policy of the City to establish entry treatments at the major entrance points to the City.
  - Policy 1.C: It shall be the policy of the City to encourage the maintenance/upgrading of the City's residential areas, to achieve an aesthetically desirable neighborhood.
  - Policy 1.D: It shall be the policy of the City to promote the appearance of the City as an attractive place to live, work, and trade by controlling and regulating the design, quality, location, and maintenance of signs.
- Goal 2: Community Image—It is the goal of the City to create/provide programs and activities for the social and economic enhancement of the families of the City, especially the youth, which will help to offer a positive image for the community and present La Habra as a desirable place to live.
  - Policy 2.A: It shall be the policy of the City to promote community services and education which benefit the mental, physical, and psychological growth of the youth in the City.

> Policy 2.B: It shall be the policy of the City to promote community services, education, and opportunities for the members of the community which improve the quality of life for the entire family.

Additionally, the Community Identity Element was designed to identify the contributions of goals and policies in other General Plan Elements to La Habra's community identity. These elements include:

- **Land Use and Circulation Element**—The land uses and densities of development of a city are primary contributors to its identity—e.g., a "bedroom community," "a jobs center," "an urban center," "a rural community," and so on—as well as its urban form. These are also defined by the circulation system and networks that provide the framework on which development occurs. The land use plan calls for the continuation of La Habra as a primarily low-density residential community with commercial and industrial areas supporting local residents and the economy.
- **Economic Development Element**—The enhancement of the City's identity ties directly in to the economic development goals of the General Plan by helping to create an environment that will be attractive to new business development in La Habra.
- **Natural Environment Element**—The thrust of the open space and conservation components of the General Plan is to conserve and enhance the City's hillsides, drainages, parklands, and other open space resources. The maintenance and enhancement of these open space resources contribute to the overall form, character, and quality of the City, while distinguishing it from adjoining communities.

SPECIFIC PLANS

La Habra has adopted a number of ordinances regulating aesthetics in specific districts of the City. These establish guidelines and standards for all new construction and the expansion and/or rehabilitation of existing structures. They are intended to achieve a quality aesthetic appearance through architectural design, signage, and landscaping standards. In this vein, La Habra has adopted a number of specific plans that incorporate design guidelines and development standards to achieve quality design and a distinct identity for residential development projects—with the exception of the La Habra Boulevard Specific Plan, which also includes commercial and public uses. These plans are described below and strengthen and improve the City's residential character.

- **The La Habra Hills Specific Plan (1992)**—establishes individual hillside residential neighborhoods, each with a clear sense of identity and orientation, and open space areas such as a public park, landscaped areas, and a golf course that provide for areas of recreation and community gatherings.
- **La Habra Boulevard Specific Plan (1999)**—establishes a series of design guidelines (e.g., façade treatments, roof and material form, awnings, and security and access) and standards for development to provide for continuity and compatibility between land use, streetscape elements, landscaping, and architecture. In an effort to create a unique characteristic along La Habra Boulevard, an Early California Spanish Style architectural theme was selected to recreate the image of the boulevard's rich history.
- **The Lambert/Idaho Specific Plan (2004)**—establishes design guidelines and development standards to control future improvements and provide appropriate architectural themes such as Craftsman, Mediterranean/Spanish Eclectic, and Traditional. The plan also includes open space

and recreation opportunities and ensures that the lower density, single-family residential character is maintained.

- **The Voit Specific Plan (2005)**—establishes design guidelines and development standards to enhance the community by creating a residential single-family development that provides the appropriate architectural themes for the area such as Craftsman, Mediterranean/Spanish Eclectic, and Traditional.
- **The Euclid Street Specific Plan (2007)**—establishes design guidelines, development standards, and other procedures to guide the development and to provide appropriate architectural themes for a medium density residential community. The architectural styles of the units within the Euclid Street Specific Plan are Spanish Colonial, Monterey, and Craftsman. Mission, Spanish Colonial, Monterey architectural styles have historic precedent in La Habra and the State of California. Craftsman style elements were selected because of its historical context in the State of California and because it will eliminate the homogeneous feel created by the exclusive use of Spanish architecture.

Refer to Section 2.1 (Land Use) for more information on the City's specific plan documents.

"BOULEVARD OF THE BELLS" PLAN

The City has established the "Boulevard of the Bells" Plan in conjunction with the La Habra Old Settlers Historical Society that placed Mission Bells along La Habra Boulevard as a reminder of the historical significance that the "El Camino Real" route played in the development of La Habra. These symbolic bells provide daily reminders to residents and visitors of the history of La Habra and encourage citizens of the community to identify with, and feel a part of, La Habra.

Existing Conditions

La Habra is made up of many elements that contribute to the overall identity and character of the City including physical and natural elements, land use and development elements, treatment and wayfinding elements, and community programs and services. La Habra's "small town" character in many ways distinguishes it from the undifferentiated sprawl of Southern California, where City residents know and care for their neighbors, shop locally, and actively participate in community events.

CONTRIBUTING PHYSICAL AND NATURAL ELEMENTS

The City of La Habra is physically distinguished from the neighboring communities of La Habra Heights (north) and the City of Fullerton (south) due to its geographic location in the valley between the hillside topography of the Puente Hills (north) and the Coyote Hills (south). The majority of La Habra's development is concentrated along the valley floor, with reducing densities into the hillsides that frame the northern and southern edges of the City. By contrast, the western and eastern edges of the City "bleed" into the adjoining communities of Whittier, Brea, and La Mirada and are not as physically distinguishable due to the lack of unique physical

Idaho Street looking north to the Puente Hills

features that convey La Habra's image and identity. Even though La Habra is highly urbanized, the City is also characterized by a natural environmental setting that includes open space areas, 24 parks ranging in size from less than 0.5 acre to over 28 acres, school playfields, and the drainage courses of La Mirada and Coyote creeks, which include areas of adjacent vegetation and open space.

CONTRIBUTING LAND USE AND DEVELOPMENT ELEMENTS

The predominate development pattern of La Habra is influenced by the grid alignment of arterial highways and streets containing "strip" commercial uses and pockets of multi-family residential development along the length of the corridors, abutted by lower density single-family residential neighborhoods. The City's built environment can be characterized as "low rise" development of predominately one- to two-story buildings and no more than four stories.

Westridge Plaza entrance signage with landscaping

Parcels along most of the corridors are shallow in depth and contain small-scale commercial and residential projects, with larger clusters and nodes of uses (i.e., commercial centers) located at key intersections. The majority of the buildings along these corridors is setback from the street and is oriented to the automobile with driveway curb cuts and surface parking lots that generally inhibit pedestrian mobility along the street because automobiles are permitted to cross the sidewalk and interfere with the pedestrian's path of travel. The commercial nodes in La Habra (e.g., Imperial Highway and Beach Boulevard [Westridge Plaza and La Habra Market Place], Whittier Boulevard and Beach Boulevard, Whittier Boulevard and Harbor Boulevard, and Imperial Highway and Idaho Street [Imperial Promenade]) exhibit the strongest identity as distinct places, while the mix of uses in the intervening areas lack identity and are anonymous.

La Habra Marketplace decorative signage

A small section La Habra Boulevard adjoining the Civic Center is developed with a cluster of buildings located directly along the street frontage, conveying a more pedestrian-oriented "Main Street" environment that ostensibly is considered the City's downtown. This area is reinforced by its adjacency to the Civic Center complex; however, it does not contain a mix or intensity of uses to allow it to function as a commercial node like the larger commercial centers in the City behave, as described above.

Buildings along the street frontage

Residential neighborhoods within the arterial highway grid are largely developed in a uniform pattern of lot sizes with a modified grid street and cul-de-sac configuration, typical of suburban subdivisions. The oldest and highest density neighborhoods abutting the

La Habra Boulevard and Whittier Boulevard corridors adhere most strongly to the grid, though these neighborhoods are comparatively shallow in depth. The general consistency and uniformity of the single-family neighborhoods contributes to the lack of a distinct residential identity. Only the newer residential neighborhoods extending into the hillsides south of Imperial Highway are distinguished due to conformance with the natural topography and integration with parklands and open spaces—more characteristic of "planned development" or "specific plan" projects.

Underutilized Union Pacific Railroad corridor

The underutilized and largely vacant Union Pacific Railroad corridor bisects the City in an east-west orientation with a spur to the south between Harbor Boulevard and Cypress Street. The latter has induced and is flanked by the largest concentration of industrial uses in the City. The primarily linear railroad corridor provides an opportunity for pedestrian, bike, and equestrian paths that improve community access to existing open space areas and parks.

The City has established 12 underground utility districts (UUD) in La Habra to complete the work of undergrounding overhead utilities. One advantage of undergrounding utilities includes enhanced aesthetics from the removal of poles and wires which results in an improvement of the general field of vision. Refer to Section 3.4 (Energy) for more information on the City's UUDs.

CONTRIBUTING ENTRY TREATMENT AND WAYFINDING ELEMENTS

Entry treatments sited at gateway areas into the City and wayfinding elements posted as signage at or in proximity to the entry treatment locations benefit the City two-fold: (1) contribute to the distinction of La Habra from adjacent communities, and (2) convey La Habra's community identity. At present, the City of La Habra does not have a program, per se, for the consistent and planned use of monuments or other visual landmarks along major corridors to identify entries into the City. However, the City's General Plan 2020 does include a policy (Community Identity Element, Policy 1.B) that supports the establishment of entry treatments at the major entrance points to the City. Implementation of this policy is through the establishment of design criteria, which may include either/or a combination of consistent City signs, architectural style, and landscaping themes that beautify the entries as gateways into the City.

North Hills development

Gateway monument

At present, there are randomly scattered monuments defining the entries into the City (e.g., southern entry along Beach Boulevard, western entry along Whiter Boulevard), signage denoting places of historical significance or community interest (e.g., City parks, La Habra Art Gallery, the Civic Center area, and Children's Museum), distinctive identification signage at entries to a number of existing and newer planned residential neighborhoods (e.g., North Hills, Tapestry, and Brio), street name signage at signalized intersections with embellishments of "City of La Habra" and either an hibiscus flower or a bell with "Boulevard of Bells," but no wayfinding signage is present at the City's entrances and gateway areas that provide directional information to key destinations within the community.

Directional signage to the Children's Museum

On the northeastern entry of the City at the intersection of Harbor Boulevard and Whittier Boulevard, the City has developed a major defining open space amenity—Constitution Plaza Park—which commemorates the 200th anniversary of the United States Constitution and celebrates the City's history with a plaza area, flag poles, and extensive landscaping.

The City established the "Boulevard of the Bells" along portions of La Habra Boulevard in conjunction with the La Habra Old Settlers Historical Society. This program consists of the installation of mission bells along the street's frontage as a reminder of La Habra's historical significance along the route of "The El Camino Real." The bells with new landscaping create a distinct identity for this portion of downtown and improved its visual quality, especially at the entrance to the Civic Center.

Boulevard of the Bells

CONTRIBUTING COMMUNITY PROGRAMS AND SERVICES

The City of La Habra administers a diversity of programs and supports those of private organizations in providing services to residents of the City. These programs and services individually and collectively establish an image of La Habra as a place where people care about each other. This image is reflected in the City's motto—"La Habra—A Caring Community." The motto represents an important value statement about priorities for the provision of diverse and quality social services and programs for City residents. The following discussions serve as examples of the many programs and services offered to La Habra's residents, which enhance the City's image as a caring community.

THE CHILDREN'S MUSEUM AT LA HABRA

The Children's Museum at La Habra has been in operation for over 30 years and welcomes over 71,000 local, national, and international visitors every year—the majority of which are children and families. Located in an historic 1923 Train Depot, the 12,000 square foot museum features seven galleries and 14

different hands-on exhibits for children of all ages. More specifically, the Children's Museum provides entertaining and educational programs that involve the sciences, history, arts, and humanities with exhibits designed to challenge young minds to explore and discover the world around them. Other programs offer the direct participation of children and include workshops and performances that lead to expressive creativity, self discovery, and teaching children to work with others. Permanent exhibits include the Nature Walk, Nannie's Travels, Buster the Bus, The Caboose, Model Train Village, Carousel Room, the Science Station, Kids on Stage, Family Art Center, and Pre-school Playpark. In addition, special exhibits are rotated four times annually—with the seasons—for the continued new enjoyment of children and other museum visitors.[1]

Children's Museum at La Habra

CHILD DEVELOPMENT PROGRAMS AND CENTERS

In the mid-1970s, the City of La Habra implemented an original concept to provide quality childcare for families in the community. With support through the California Department of Education (CDE), La Habra was the first city in California to be funded by the state for direct childcare programs. The City has continued its commitment to providing quality licensed family childcare and development services through the operation of several grant-funded child development programs located in La Habra, as described below.

La Habra Head Start

The City of La Habra was again a pioneer in the late 1980s with the development of a Head Start program in the community, being only the second city in California to do so.[2] The overall goal of Head Start is to bring about a greater degree of "social competence" (e.g., everyday effectiveness in dealing with both the present environment and later responsibilities in school and life) to children and their families. Today, the Head Start center in La Habra is a comprehensive child development program designed to meet the educational, emotional, social, health, and nutritional needs of children and families. The services are available to three- to four-year-old preschool children from low-income families at no cost. Three-and-one-half hour classes are offered in the mornings and afternoons Monday through Friday. Parents are encouraged to participate and are given the opportunities to (1) assist in the classroom with staff and children; (2) work with other parents and staff on projects and activities; (3) be involved in center committees; (4) share personal talents, culture, customs, and home values; and (5) attend center meetings and/or participate in parent activities. Children and families leave Head Start more confident in their own abilities and ready to succeed.

[1] Children's Museum at La Habra, About Us, http://www.lahabracity.com/section.cfm?id=100 (accessed March 29, 2011)
[2] City of La Habra, La Habra Head Start, http://www.ci.la-habra.ca.us/article.cfm?id=178 (accessed March 29, 2011).

School-Age Programs

The La Habra Child Development Center provides quality daycare service to working parents through "School-Age Programs" (i.e., Kindergarten through 3rd grade and 4th through 6th grade—or up to age 11) and offers a comprehensive program to those families served including social service and health referrals, nutrition services, parent education, and parent involvement. The School-Age Programs promote, support, and enhance children's development through the basic assumption that all children are individuals of equal worth and value, who come to the program at their own developmental level. The center strives to serve all children and constantly seek ways to accommodate the unique needs of the populations served by the program, including the needs of children with disabilities. The La Habra City School District provides transportation to and from the Child Development Center sites.[3]

Family Child Care and Food Program

The Child Care Food Program (CCFP) improves the health and eating habits of children enrolled in both nonresidential childcare centers and family childcare homes. It has grown to include reimbursement for meals served to children in most childcare settings. Licensed family childcare homes and childcare centers sponsored by public or private nonprofit organizations are eligible to participate in CCFP. The La Habra Child Development Center is a sponsor for the Child Care Food Program. CCFP provides nutrition, education, and activities as well as in-home training and workshops, technical assistance, and reimbursement for meals served to children in family childcare homes.

State Preschool

The State Preschool in La Habra has a strong commitment to the community and is funded through CDE. State Preschool provides activities and experiences that are developmentally and culturally appropriate and allow for individual choice. Children are encouraged to design their own daily plan of activities. Nutritious meals are provided and regular parent involvement is necessary based on the state funding requirements.

ORANGE COUNTY YOUTH CENTER

The Orange County Youth Center (OCYC) is located in La Habra and offers young people the opportunity to develop career interests, receive academic support, and gain valuable work experience in order to achieve their career and educational goals. OCYC's services are available to eligible youth ages 16 to 21, in La Habra and North Orange County.[4] More specifically, at OCYC local youth can:

- Receive tutoring assistance
- Receive counseling and/or mentoring
- Learn how to design a resume
- Learn interviewing skills
- Explore career paths
- Conduct a job search
- Gain employment

[3] City of La Habra, Child Development, http://www.lahabracity.com/section.cfm?id=43 (accessed March 29, 2011).
[4] City of La Habra, OCYC Youth Employment Program, http://www.lahabracity.com/article.cfm?id=202 (accessed March 29, 2011).

THE SCHOOL RESOURCE OFFICER PROGRAM

The School Resource Officer (SRO) Program places highly trained and motivated La Habra police officers in close contact with each of the intermediate and high schools in the community. The City's Police Department—through the SRO Program—employs education and information as a deterrent in the battle against crime, gangs, and drugs. For example, the La Habra High School campus retains a SRO that frequently assists in conflict mediation and positive student efforts to resolve interpersonal issues. It is the goal of the SRO Program to assist students as they make positive strides rather than to discipline students after they have crossed into inappropriate behaviors.[5]

VOLUNTEERS IN POLICE SERVICE PROGRAM

The La Habra Police Department actively accepts applications for their Volunteers in Police Service Program that connects local volunteers with La Habra police officers to enhance services to the community. For example, volunteer can assist with neighborhood meditation services, pedestrian and traffic control during community fairs, routine patrol operations, parking citation issuance, emergency call outs for crime scene crowd control, and other administrative tasks.[6]

RECREATION PROGRAMS

City park playground equipment

The City's Recreation Division provides a variety of recreational programming and classes for the benefit of the community. Services include things like excursions for adults and youth, special events, summer day camp, summer aquatic programs, youth sports leagues, and facility rentals.[7] The City provides for and maintains parks and recreation facilities that include playground equipment, sports courts and fields (e.g., soccer, baseball, football, softball, and basketball), barbeques, and restroom facilities for local residents. The Recreation Division also coordinates the joint use of City and school athletic fields. Refer to Section 4.1 (Parks, Trails, and Recreational Programs) for more information on the City's parks and recreational programs.

CITY RENTAL FACILITIES

The City of La Habra offers four facilities for rent that feature a variety of amenities for community residents' private parties, special events, and meetings as follows:

- **The La Habra Community Center**—Located in central La Habra—has meeting rooms that accommodate groups from 10 to 150 and a Grand Ballroom that accommodates groups of up to 450 people

La Habra Community Center

[5] La Habra High School, Administration, http://www.lahabrahighschool.net/information/behavior.jsp (accessed March 29, 2011).
[6] City of La Habra, Police Department, http://www.ci.la-habra.ca.us/section.cfm?id=24 (accessed March 29, 2011).
[7] City of La Habra, Recreation, http://www.lahabracity.com/section.cfm?id=42 (accessed March 29, 2011).

- **The La Habra Women's Club**—Built in the 1930s—accommodates 250 people and offers the ambience of that period with hardwood floors, stage, and a full kitchen
- **The La Habra Scout Hut**—Located in southern La Habra—accommodates 200 people and has a full kitchen
- **The Veteran's Memorial Hall**—Built in the 1920s—accommodates 150 people and has a hardwood floor and a full kitchen

TENNIS CENTER

The La Habra Tennis Center is a nationally recognized Unites States Tennis Association (USTA) facility serving the entire community with twelve lighted courts, a locker room with showers, and a Pro Shop. The center is City-owned, but operated under a public/private partnership between the City and a private contractor. Monthly tournaments, social events, and a full range of junior and adult tennis lessons are offered seven days per week, and membership is available to any resident of La Habra.[8]

SENIOR SERVICES

The City of La Habra's Social Services Division is responsible for administering and providing for the delivery of the City's various directly-operated and brokered senior programs and services (e.g., recreational, social, educational, health, and physical needs) including:

- Telecare
- Senior Outreach
- La Habra Volunteer Program (LHVP)
- La Habra Shuttle Transportation
- CSS Senior Lunch Program
- Meals on Wheels (MOW)
- Health Fair & Flu Shots for Seniors
- Legal Aid
- Safe Driving "55 ALIVE" Mature Driver Class
- Older Adult exercise classes
- Senior Citizens of La Habra Bingo Club
- La Habra Senior Services "Golden Age Gazette" newsletter
- Shelter and Food Referrals[9]

HELP FOR BRAIN INJURED CHILDREN

Help for Brain Injured Children (HBIC), home of the Cleta Harder Developmental Day School (CHDS), is a California Department of Education fully certified Non-Public School for children and young adults with moderate to severe multiple disabilities, including autism. This nonprofit organization located in San Miguel De Allende Park operates a Day Center that that includes a school, specialized therapeutic

[8] La Habra Tennis Center, Our Mission, http://www.lahabratenniscenter.com/ (accessed March 29, 2011).
[9] City of La Habra, Social Service Division, http://www.lahabracity.com/article.cfm?id=141 (accessed March 29, 2011).

equipment, and treatment facilities to help clients reach their own individual maximum level of physical and mental capability.[10]

BOYS AND GIRLS CLUBS OF LA HABRA

The Boys and Girls Club of La Habra is a nonprofit organization that provides a fun environment to assist youth in developing self-esteem, values, and skills. The Center offers a full array of activities designed to attract youth into entertaining, educational, and constructive activities. The Club serves youth ages seven to 18 years old and provides programs in areas of personal development, citizenship and leadership, health and physical education, cultural enrichment, social recreation, and outdoor and environmental education. The Boys and Girls Club provides "something for everybody" including Boys and Girls of the Year, Keystone, Field Trips, Teen Center, Weight Room, Jazz Class, Computer Instruction, Snack Bar, Gym facilities, Torch Club, Fine Arts, Boxing Club, Honor Dollar, Cooking instruction, Movie day, Game room, and other activities.[11]

THE GARY CENTER

For over 40 years, The Gary Center, located in Guadalupe Park, has provided social services and education to the La Habra community. This nonprofit drop-in center for families serves individuals and high-risk families for the treatment and prevention of domestic violence, child abuse, and drug abuse in class instruction and in-home environments. In addition, mental health activities and counseling assist those who are victims of separation, depression, and anxiety. Social services for children and teens, dental services for low-income children and families, healthy living classes, and community development are also offered for local residents in need.[12]

AMERICAN LEGION POST 267 VETERANS SERVE LA HABRA

American Legion Post 267 membership is made up of veterans who served during United States conflicts. Post 267 is active in the La Habra community through co-sponsoring annual events with the City such as the Police and Fire Appreciation Luncheon that honors the Police Officer and Firefighter of the Year. The Post also supports youth programs such as Jr. ROTC and has been very involved with the City's Military Banner Program and the annual Veterans Day Ceremony.

MILITARY SUPPORT

The City is proud to support the men and women serving in the armed forces. Through the America Supporting Americans program, the City of La Habra has adopted Charlie Company 426 of the 101st Airborne Division, the "Screaming Eagles." Charlie Company 426 is a medic unit based out of Fort Campbell, Kentucky, which has recently been re-deployed to Afghanistan. The mission of the more than 70 members of the unit is to provide medical logistics. For the past several years, residents and nonprofit organizations in the City of La Habra have donated thousands of items to be sent in care packages to Charlie Company 426.

[10] Help for Brain Injured Children, Welcome, http://www.hbic.org/ (accessed March 29, 2011).
[11] Boys and Girls Club of La Habra, About Us, http://www.ourchildrensfuture.org/about.htm (accessed March 29, 2011).
[12] The Gary Center, Welcome to The Gary Center, http://garycenter.org/ (accessed March 29, 2011).

CORN FESTIVAL

La Habra is home to the annual Corn Festival, an event sponsored by the La Habra Host Lions Club that was first held in 1949, which attracts several thousand visitors from La Habra and surrounding communities. The event is held on the first full weekend in August at El Centro-Lions Park and includes Carnival rides, live entertainment, and specialty foods.

CITRUS FAIR

Hosted by the La Habra Area Chamber of Commerce, the Citrus Fair is held along La Habra Boulevard in the heart of the City and is a celebration of La Habra's history and agricultural roots. Carnival rides, live entertainment, specialty foods, and how-to clinics are among the attractions.

Issues/Implications

- The majority of the City's corridors and commercial districts are auto-orientated and display a lack of continuous streetscape.
- Wayfinding at the entrances and gateways to the community could be improved with directional signage to the City's main facilities and community attractions.
- There are opportunities for infill development throughout the City. As the City continues to grow, infill development will become a key tool for enhancing and maintaining a strong aesthetic identity.
- There is an opportunity to open up the Union Pacific Railroad corridor to provide for walking, bicycle, and equestrian paths that improve community access to existing open space areas and parks.
- A constraint to pursuing aesthetic capital improvement programs (e.g., street median planting, placement of street furniture, addition of bus shelters, and the placing of all utility lines underground) is the continued minimizing of the City's discretionary funds by county, state, and federal mandates that would otherwise be available to pursue these types of improvements in the City.
- Future improvements may have to rely on the private sector as properties recycle; however, the City can still contribute to the aesthetics of La Habra though community preservation efforts such as code enforcement, property maintenance enforcements, undergrounding overhead utilities, and establishment of visual themes throughout the City.

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2.6 GROWTH MANAGEMENT

Introduction and Background

This section describes the requirements and implications of regional growth management programs and actions for the City of La Habra including the Orange County Congestion Management Program (CMP), Orange County Sustainable Communities Strategy (OC SCS), Southern California Association of Governments (SCAG) Compass Blueprint, the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), South Coast Air Quality Management Plan, and Measure M. In general, these agencies' plans and actions correlate the location and timing of transportation and other infrastructure improvements with growth and development. Implicitly, there are also relationships between these requirements and Assembly Bill (AB) 32 and Senate Bill (SB) 375, including the linkage of SB 375 to regional transportation plans, the Orange County Sustainable Communities Strategy (SCS), and the update of local housing elements. Information for this section was obtained through SCAG, Orange County Transportation Authority (OCTA), and the City of La Habra.

Regulatory Framework

STATE

CONGESTION MANAGEMENT PROGRAM (CMP)

In June 1990, California voters approved legislation that increased funding for California's transportation system. With the passage of Proposition 111 new requirements were enacted for the transportation planning process that requires urbanized counties (such as Orange County) to prepare, adopt and biennially update a Congestion Management Program (CMP). Each county has a designated Congestion Management Agency (CMA) that is responsible for the development, monitoring, and biennial update of the CMP. Orange County's CMA is the Orange County Transportation Authority (OCTA). The intent of this requirement is to address congestion problems on State Highways and principal arterials in a coordinated manner among state, regional, county, and city transportation and land use planning agencies to address regional and multi-jurisdictional issues related to congestion, land development, and air quality. The CMP ensures that limited transportation funds are more efficiently invested. For more information on Orange County's CMP and a map (Figure 5-5 General Plan Study Intersections) identifying CMP routes and intersection in La Habra, see Chapter 5 (Mobility/Circulation).

CLIMATE CHANGE/GREENHOUSE GAS (GHG) EMISSIONS

Climate change legislation in California has been active over the past several years. Two well-known bills are Assembly Bill (AB) 32, which established greenhouse gas emission (GHG) targets, and Senate Bill (SB) 375, which required Metropolitan Planning Organizations (MPOs) to create plans to meet those targets. For additional information regarding climate change/GHG, see Section 6.3 (Air Quality/Greenhouse Gas Emissions).

Assembly Bill 32

Assembly Bill (AB) 32 required California Air Resources Board (California ARB) to adopt rules and regulations that will achieve greenhouse gas emissions equivalent to 1990 statewide levels by 2020. California ARB published its report for Proposed Early Actions to Mitigate Climate Change in California in October 2007, consisting of measures to achieve the maximum technologically feasible and cost effective reductions in GHGs from sources or categories of sources for 2020. The measures included are part of California's strategy for achieving GHG reductions under AB 32.

AB 32's GHG emission reduction targets would be achieved through two principal strategies—changing behavior in vehicle use and changing land use development patterns. These strategies would require integration of planning processes for transportation, land use, and housing. SB 375—described below—was passed to support the goals of AB 32, which provide incentives for projects that are consistent with the regional Sustainable Communities Strategy (SCS) such as transit-related, mixed-use, and similar projects. SB 375 requires that decisions relating to the allocation of transportation funding be consistent with regional SCSs.

Senate Bill 375

Senate Bill (SB) 375, which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, California ARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a seven to eight percent reduction by 2020 and between 13 to 16 percent reduction by 2035 for each MPO. Through the SB 375 process, the Southern California Association of Governments (SCAG), which includes Orange County, is working with local jurisdictions in the development of sustainable communities strategies (SCS) as a part of the 2012-2035 Regional Transportation Plan (RTP) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives. GHG emission reduction targets specific to the SCAG region were set by the California ARB in 2010. SCAG's reduction target for per capita vehicular emissions equate to an eight percent reduction by 2020 and a 13 percent reduction by 2035. SCAG is preparing its first SCS according to the regional transportation plan (RTP) update schedule, anticipated to be completed in 2012.

REGIONAL

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG) REGIONAL TRANSPORTATION PLAN (RTP)

The Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) is a long-range transportation plan for the six-county region that includes Los Angeles, San Bernardino, Riverside, Orange, Ventura, and Imperial counties, as well as 190 cities. The 2008 RTP is a $531.5 billion plan that identifies regional transportation strategies to address mobility needs based on growth forecasts and economic trends.[1] It emphasizes transportation system management, goods movement, and innovative

[1] Southern California Association of Governments (SCAG), http://www.scag.ca.gov/rtp2012/index.htm (accessed October 5, 2011).

transportation financing and provides a regional investment framework to address transportation related challenges.

Federal and state regulations require SCAG, as the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO), to update the RTP every four years in order for the SCAG region's transportation projects to qualify for federal and state funding. The RTP is updated to reflect changes in trends, progress made on projects, and to adjust the growth forecast for population changes.

Work is underway on the 2012 RTP update, which as noted above includes the SCS, and based on communications with SCAG in the development of the 2012 RTP growth projections, the SCAG region is expected to grow from 17 million people in 2008 to nearly 22 million by 2035. To prepare for this future growth, SCAG has developed the Compass Blueprint regional planning process that addresses the key challenges of the region and provides for livability, mobility, prosperity, and long-term sustainability. It will be the objective of the updated General Plan to consider how land uses will be distributed to be aligned with SCAG's Compass Blueprint. This will include prioritizing growth around transit stations, growth along transportation corridors, and growth of land uses amenable to pedestrian travel. For more information on SCAG and the RTP, see Chapter 5 (Mobility/Circulation).

MEASURE M

Effective in 1991, Measure M funded local transportation improvements of Orange County's freeways, streets and roads, and transit system through a half-cent sales tax for a period of 20 years, or until 2011. The Orange County Transportation Authority (OCTA) administers Measure M funds. On November 6, 2006, Orange County voters approved a continuation of the half-cent sales tax in the form of the Renewed Measure M Transportation Investment Plan or M2. M2 will continue transportation improvements in Orange County for another 30 years, or until 2041, with approximately $15 billion in program funds designed to reduce traffic congestion; strengthen the economy; and improve the quality of life by upgrading key freeways, fixing major freeway interchanges, maintaining streets and roads, synchronizing traffic signals, building a rail-transit system, and protecting the environment.[2] Transportation improvement projects in La Habra funded through Measures M and M2 are described below under Existing Conditions.

ORANGE COUNTY SUSTAINABLE COMMUNITIES STRATEGY (OC SCS)

The Orange County Sustainable Communities Strategy (OC SCS) establishes the framework to reduce greenhouse gas (GHG) emissions from automobiles and light trucks through an integrated planning approach for transportation systems, land uses, housing, and environmental resources. The City of La Habra is a member of the OCCOG and participated in the formulation of the SCS through the OCCOG Technical Advisory Committee. When the Orange County SCS was adopted by the OCCOG Board in June 2011, it was forwarded to SCAG for inclusion in the RTP.

The OC SCS establishes overarching strategies that will ensure that transportation and land use planning are conducted in a coordinated manner, which will result in the reduction of GHG emissions in the SCAG

[2] Orange County Transportation Authority, Measure M2: Ensuring transportation improvements for years to come, https://www.octa.net/M2Home.aspx?entryid=332 (accessed April 26, 2011).

region. These strategies are summarized below and include both land use-related strategies and transportation system improvements.[3]

- Support transit-oriented development.
- Support infill housing development and redevelopment.
- Support mixed-use development and thereby improve walkability of communities.
- Increase regional accessibility in order to reduce vehicle miles traveled.
- Improve jobs-to-housing ratio.
- Promote land use patterns that encourage the use of alternatives to single-occupant automobile use.
- Support retention and/or development of affordable housing.
- Support natural land restoration and conservation and/or protection offering significant carbon mitigation potential via both sequestration and avoidance of increased emissions due to land conversion.
- Eliminate bottlenecks and reduce delay on freeways, toll roads, and arterials.
- Apply Transportation System Management and Complete Street practices to arterials and freeways to maximize efficiency.
- Improve modes through enhanced service, frequency, convenience, and choices.
- Expand and enhance Transportation Demand Management practices to reduce barriers to alternative travel modes and attract commuters away from single occupant vehicle travel.
- Continue existing, and explore expansion of, highway pricing strategies.
- Implement near-term (Transportation Improvement Program and Measure M2 Early Capital Action Plan) and long-term (LRTP 2035 Preferred Plan) transportation improvements to provide mobility choices and sustainable transportation options.
- Acknowledge current sustainability strategies practiced by Orange County jurisdictions and continue to implement strategies that will result in or support the reduction of GHG emissions.[4]

OC SCS will provide $40 billion in planned transportation improvements through 2035. Implications for La Habra within the OC SCS are described below under Existing Conditions.

ORANGE COUNTY GENERAL PLAN GROWTH MANAGEMENT ELEMENT

The Orange County Growth Management Element establishes the basic policy framework for plans, implementation actions, and programs that direct future growth and development based on the County's ability to provide an adequate circulation system, facilities, and services. It contains information on the planning and provision of traffic improvements and public facilities that are necessary for orderly growth and development. The Element presents policies and programs for traffic improvement phasing, facility and development phasing plans, and provides guidance for future facility implementation plans for the County. The goals and policies of the County's Growth Management Element center on concepts including reduction in traffic congestion, ensuring adequate facilities,

[3] Orange County Sustainable Communities Strategy. http://oc-scs.org/ (accessed October 5, 2011).

[4] LSA Associates, Inc., Burke Consulting, and the Orange County Business Council. Orange County Sustainable Communities Strategy, June 14, 2011.

balanced community development, traffic level of service, traffic improvement programs, and public facility plans, which are similar to that of La Habra's Growth Management Element.

SOUTH COAST AIR QUALITY MANAGEMENT PLAN (AQMP)

The South Coast Air Quality Management District (SCAQMD) is responsible for air pollution control and the reduction of emissions through the adoption and implementation of its Air Quality Management Plan (AQMP). The most recent AQMP was adopted on June 1, 2007. It was prepared for regional compliance with the federal and state Clean Air Acts. The AQMP relies on a comprehensive and integrated control approach aimed at achieving the $PM_{2.5}$ standard by 2015 through implementation of short-term and midterm control measures and achieving the 8-hour ozone standard by 2024 based on implementation of additional long-term measures. In order to demonstrate attainment by the prescribed deadlines, emission reductions needed for attainment must be in place by 2014 and 2023, respectively.

Under the AQMP, the SCAQMD is enhancing two of its proposed control measures for $PM_{2.5}$ (i.e., wood-burning fireplaces, wood stoves, and commercial under-fired charbroilers). SCAQMD also proposes the following control approaches that would help achieve the long-term reductions needed for ozone attainment: (1) extensive retirement of high-emitting light duty vehicles and accelerated penetration of partial zero-emissions vehicles and zero-emission vehicles; (2) expanded modernization and retrofit of heavy-duty trucks and buses, expanded Inspection and Maintenance Program, and advanced near-zero and zero-emitting cargo transportation technologies; (3) expanded modernization and retrofit of off-road equipment; (4) more stringent gasoline and diesel specifications and extensive use of diesel alternatives; (5) more stringent emission standards and programs for new and existing ocean-going vessels and harbor craft; (6) more stringent emission standards for jet aircraft (engine standards, clean fuels, retrofit controls); (7) ultra low-VOC formulations and reactivity-based controls on consumer products; and (8) accelerated use of renewable energy and development of hydrogen technology and infrastructure.

The City of La Habra is subject to a variety of land use and transportation control measures as part of AQMP requirements for local jurisdictions. For additional information regarding the SCAQMD AQMP, see Section 6.3 (Air Quality/Greenhouse Gas Emissions).

L O C A L

LA HABRA GENERAL PLAN 2020 GROWTH MANAGEMENT ELEMENT

The purpose of the Growth Management Element of La Habra's 2020 General Plan is to ensure that growth and development in La Habra is based on the City's ability to provide an adequate circulation system pursuant to the Orange County Division, League of California Cities *Countywide Traffic Improvement and Growth Management Plan Component*.

Its policies and programs comply with the Countywide Growth Management Program component requirements to assure qualification for Measure M funds. The Growth Management Element (1) establishes policy statements that identify traffic levels of service (LOS), (2) commits the City to implement a development mitigation program, and (3) commits the City to implement a development phasing and monitoring program. The Growth Management Element follows guidelines in the State Government Code Section 65303.

The goals of the City's Growth Management Element include:

- Support regional transportation and growth management plans to conserve energy and improve air quality as appropriate and beneficial to the public welfare of the city and adjacent communities.
- Promote alternative modes of transportation and overall system efficiency by maximizing use of existing transportation networks and developing new modes.
- Promote convenient and effective alternatives to single occupant vehicles to reduce traffic congestion, conserve energy, and contribute to clean air.
- To support a local arterial highway network that complements the countywide roadway component to achieve a balanced transportation system.
- Reduce traffic congestion.
- Ensure that adequate transportation and public facilities are provided for existing and future residents of the city.

La Habra is considered a 'developed community' under Measure M because its infrastructure is already in place, and for this reason, the City's Growth Management Element does not need to address certain infrastructure issues such as fire, police, and library facilities that 'developing communities' must address.

Existing Conditions

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)

The Southern California Association of Governments (SCAG) is involved with a variety of planning and policy initiatives to foster a more sustainable Southern California now and in the future that affect the City of La Habra.

COMPASS BLUEPRINT

The Compass Blueprint plan facilitates modest changes to land use development patterns throughout the region, focused on current land use and transportation trends for two percent of the land area in the SCAG region, which are referred to as the "2% Strategy Opportunity Areas" or those key parts of the regional targeted for growth.[5] The 2% Strategy Opportunity Areas are made up primarily of:

- **Metro Centers.** Existing local areas of regional significance that are, or are projected to be, major employment and residential centers, attracting large numbers of work commuters and are accessible by both highway and transit.
- **City Centers.** Existing local areas of sub-regional significance that are, or are projected to be, employment and residential centers.
- **Rail Transit Stops.** Areas that have an existing or planned light-
- rail, subway, commuter rail, Amtrak, and/or Maglev station stop.

[5] Southern California Association of Governments (SCAG). http://www.compassblueprint.org/frontpage (accessed November 18, 2011).

- **Bus Rapid Transit Corridors.** Areas that have an existing or planned bus rapid transit corridor.
- **Airports, Ports, and Industrial Centers.** Areas that have an existing or planned airport, sea port, inland port, international border crossing or major regional industrial center that is significant in the region's economy.
- **Priority Residential In-fill Areas.** Areas that have the potential to absorb a fair share of projected regional residential growth and to provide regional and subregional transportation benefits.
- **Compass Blueprint Priority Communities or Compass Principles Priority Areas.** Cities not within the boundaries of the mapped 2% Strategy Opportunity Areas, but are encouraged to take local actions consistent with the Compass Blueprint principles and are eligible to receive Compass Blueprint planning services.

While La Habra is not located within an identified 2% Strategy Opportunity Area, SCAG's Growth Vision Report provides overarching principles for improving mobility, livability, prosperity, and sustainability of all communities in the region that can be adopted by local jurisdictions to manage growth, as follows:

Principle #1. Improve mobility for all residents

- Encourage transportation investments and land use decisions that are mutually supportive
- Locate new housing near existing jobs and new jobs near existing housing
- Encourage transit-oriented development
- Promote a variety of travel choices

Principle #2. Foster livability in all communities

- Promote infill development and redevelopment to revitalize existing communities
- Promote developments that provide a mix of uses
- Promote "people-scaled," pedestrian-friendly communities
- Support the preservation of stable, single-family neighborhoods

Principle #3. Enable prosperity for all people

- Provide a variety of housing types in each community to meet the housing needs of all income levels
- Support educational opportunities that promote balanced growth
- Ensure environmental justice regardless of race, ethnicity or income class
- Support local and state fiscal policies that encourage balanced growth
- Encourage civic engagement

Principle #4. Promote sustainability for future generations

- Preserve rural, agricultural, recreational and environmentally sensitive areas
- Focus development in urban centers and existing cities
- Develop strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste
- Utilize "green" development techniques

La Habra has taken local action to be consistent with SCAG's Growth Vision Report principles through providing a variety of housing types, preserving stable single-family neighborhoods, and encouraging

civic engagement. Through the City's General Plan Update, La Habra has the opportunity to continue building on the incorporation of SCAG principles into the community with the support of infill and mixed-use development, redevelopment of underutilized commercial corridors, and transit-oriented development.

2008 REGIONAL TRANSPORTATION PLAN (RTP)

SCAG's 2008 RTP incorporates strategies to preserve and improve transportation systems, as well as integrates land use as part of transportation planning. The three projects included in the 2008 RTP that affect La Habra are:

- Lambert Road widening from 4 to 6 Lanes (From Euclid to Cypress Street)
- Senior Transportation Program (purchase of two replacement paratransit vehicles)

It is anticipated that additional transportation programs and projects that benefit the City of La Habra will be included in the 2012 RTP update.

2008 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

The 2008 Regional Transportation Improvement Program (RTIP) is the SCAG's compilation of state, federal, and local funded transportation projects. The following projects within the La Habra planning area are included in the 2008 RTIP:

- Imperial Highway Smart Street (Los Angeles County line to Harbor Boulevard)—project completed July, 2011
  - Restripe from four to six lanes from Los Angeles County line to Idaho Street and add raised median/modify medians at four intersections; add bus pads, turnouts
- Lambert Road from Euclid Street to Cypress Street—project not included in the Measure M 7 year Capital Improvement Program for Fiscal Year 2011-12
  - Widen Lambert Road from four to six lanes

LA HABRA CONGESTION MANAGEMENT PROGRAM (CMP) ROUTES AND INTERSECTIONS

The OCTA has an established Congestion Management Program Highway System (CMPHS), consisting of Orange County's state highways and arterials from OCTA's Smart Street network. The current level of service (LOS) standard for CMP intersections is LOS E. The CMP designated network for La Habra includes Whittier Boulevard west of Beach Boulevard, Imperial Highway east of Beach Boulevard, Beach Boulevard, and Harbor Boulevard south of Imperial Highway. It should be noted that the City of La Habra has established LOS D as its criterion for an acceptable level of service at City jurisdiction intersections.

The following CMP routes and intersections are located within the City of La Habra:

<u>CMP Routes</u>

- Beach Boulevard (SR-39)
- Whittier Boulevard west of Beach Boulevard (SR-72)
- Imperial Highway east of Beach Boulevard (SR-90)
- Harbor Boulevard south of Imperial Highway

CMP Intersections

- Beach Boulevard at Whittier Boulevard
- Beach Boulevard at Imperial Highway
- Harbor Boulevard at Imperial Highway

In 2011, La Habra was in conformance with the OC CMP. Every two years the City must complete a CMP Checklist that indicates the La Habra's compliance with the OC CMP. If at any time in the future the CMP intersections listed above perform below the established LOS E standard, the City of La Habra must identify improvements necessary to meet the standard. Refer to Chapter 5 (Mobility/Circulation) for more information on intersection LOS.

LA HABRA MEASURE M ROADWAY IMPROVEMENTS

The following roadway improvements are planned for the La Habra Street network and are funded through the Measure M and Renewed Measure M Seven Year Capital Improvement Program, Fiscal Years 2011/2012 through 2017/2018:

- **Euclid Street Corridor Signal Synchronization Project (La Habra Boulevard to South City Limits)**
  The project will synchronize 66 traffic signals in the cities of La Habra, Fullerton, Anaheim, Garden Grove, Santa Ana, and Fountain Valley.
- **Lambert Road Corridor Signal Synchronization Project (Martinez Drive to East City Limits)**
  The project will synchronize traffic signals on Lambert Road between Martinez Drive in the City of La Habra and Olinda Place in the City of Brea. The approximately 10-mile project includes 26 traffic signals in the cities of La Habra and Brea.
- **Harbor Boulevard/Lambert Road Intersection Improvements**
  The project will provide two eastbound and two westbound left turn lanes, and a westbound right turn lane. It will also provide second northbound and southbound left-turn lanes, and northbound and southbound right turn lanes. The project also includes signal modifications.
- **Whittier Boulevard/Hacienda Road Intersection Improvements**
  The project will provide one left turn lane, one through/left turn lane, and one right turn lane for the southbound approach, and one left-turn lane, two through lanes, and one right turn lane for the westbound approach.
- **Beach Boulevard/Whittier Boulevard Intersection Improvements**
  The project will provide an eastbound right-turn lane, and restripe the southbound approach to provide one left lane and one shared through/right lane. It also provides three westbound left-turn lanes.

It is important to note that the Measure M Growth Management Areas Program expired with Measure M and was not carried over into M2. For more information, see Figure 5-11 (Planned Transportation Improvements) in Chapter 5 (Mobility/Circulation) for the locations and types of planned roadway improvements in La Habra.

LA HABRA SUSTAINABLE COMMUNITIES STRATEGIES

The OC SCS provides individual sustainability strategies for each member city, which are compiled as 'completed project,' 'ongoing project,' 'future project,' and 'General Plan policy.' Each of these local

strategies results in outcomes that affect the planning of land use and mobility in Orange County by supporting regional objectives to reduce GHG emissions. These sustainability strategies are offered for inclusion in the overall regional SCS as evidence of real measures resulting in integrated planning and reduced GHG in Orange County and throughout the SCAG region. The local SCS sustainability strategies identified for La Habra are included in Table 2.6-1.

Table 2.6-1 La Habra SCS Sustainability Strategies

Strategy	*Complete Project*	*Ongoing Project*	*Future Project*	*General Plan Policy*
Alternative Fuel Infrastructure	✓	✓		
Convert Street Sweeping and Refuse Vehicles to Alternative Fuels		✓		
Expand Use of Alternative Fuels		✓	✓	
Provide Local Shuttles	✓	✓		
Construct Regional Bikeways	✓	✓	✓	✓
Develop Model Green Development and Green Building Laws for Local Governments to Adapt and Adopt	✓			
Integrate Affordable and Market Rate Housing		✓	✓	
Land Use and Building Code Reform		✓		
Installation of Artificial Turf		✓	✓	
Transportation Demand Management Ordinance	✓	✓		
Arterial Improvements	✓	✓	✓	
Enhance Bus Stops		✓	✓	
Pavement Management	✓	✓	✓	
Smart Streets	✓			
Traffic Calming Measures	✓	✓	✓	
Sidewalk Construction	✓	✓	✓	
Trail Improvement Project			✓	✓

SOURCE: LSA Associates, Inc., Burke Consulting, and the Orange County Business Council. Orange County Sustainable Communities Strategy, June 14, 2011.

Issues/Implications

- The City of La Habra is part of a large metropolitan region, and over the past 10 years, this region has experienced new development that has stretched the limits of local jurisdictions' ability of infrastructure to adequacy support that development. La Habra's Growth Management Element—along with the Land Use and Circulation Element—addresses the issues associated with growth, traffic congestion, and transportation facilities. To prepare for future growth, SCAG has developed the Compass Blueprint regional planning process that addresses the key challenges of the region

and provides for livability, mobility, prosperity, and long-term sustainability. It will be the objective of the updated General Plan to consider how land uses will be distributed to be aligned with SCAG's Compass Blueprint. This will include prioritizing growth around transit stations, growth along transportation corridors, and growth of land uses amenable to pedestrian travel.

- Every two years the City must complete a CMP Checklist that indicates the La Habra's compliance with the OC CMP. If at any time in the future the CMP intersections in La Habra perform below the established LOS E standard, the City of La Habra must identify improvements necessary to meet the standard.
- La Habra has taken local action to be consistent with SCAG's Growth Vision Report principles through providing a variety of housing types, preserving stable single-family neighborhoods, and encouraging civic engagement. Through the City's General Plan Update, La Habra has the opportunity to continue building on the incorporation of SCAG principles into the community with the support of infill and mixed-use development, redevelopment of underutilized commercial corridors, and transit-oriented development.

References

LSA Associates, Inc., Burke Consulting, and the Orange County Business Council. Orange County Sustainable Communities Strategy, June 14, 2011.

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CHAPTER 3 **Infrastructure**

3.1 WATER

Introduction and Background

This section discusses the existing potable water system, treatment, service area, water quality, supply, and demand in the planning area and provides information on recycled water regulations. Information for this section is based on the City's 2007 Water Master Plan (WMP) Update, the City's 2010 Urban Water Management Plan (UWMP), the California Department of Water Resources (DWR), Metropolitan Water District of Southern California (MWD), and the Municipal Water District of Orange County (MWDOC).

The City obtains its domestic water supply from groundwater and from imported water supplies. A brief history of the water service in the City provides a basis for understanding present day water service and water supply sources. The City overlies the small un-adjudicated La Habra Groundwater Basin which is separated from the Lower Santa Ana Basin. Therefore, groundwater conditions, management, and policies that exist throughout much of the Lower Santa Ana Basin are not applicable to La Habra.

In 1889, the East Whittier Land and Water Company was formed and financed the purchase of water bearing lands in the Basset area on the west side of the San Gabriel River and the construction of water transportation facilities from the well field to the East Whittier area.

The La Habra Water Company (LHWC) was incorporated in October 1902 for the purpose of constructing facilities for farmers living in the area now within the boundaries of the City of La Habra. The facilities to supply the LHWC were completed and water flowed to the service area in August 1903. At the same time, the California Domestic Water Company (CDWC) was incorporated and purchased the facilities of the East Whittier Land and Water Company. The LHWC originally owned 50 percent of the CDWC's stock; however, LHWC did not prevail and in the long run and the surviving water company in the area was CDWC. In 1913, the La Habra Domestic Water Company (LHDWC) was formed, with the basic distribution lines constructed soon thereafter. Meters were installed in 1916. The LHDWC was sold in 1928 to other investors and in 1933 was sold to the City of La Habra.

WATER SUPPLY SOURCES

CITY OF LA HABRA IDAHO STREET WELL

The City owns and operates one municipal well, called the Idaho Street Well, which pumps from the La Habra Groundwater Basin into the City's Zone 1 pressure zone. The estimated safe yield from the La Habra Groundwater Basin is 4,500 acre-feet per year (AFY).[1] Historically, the City's annual extraction was approximately 1,074 AFY—averaged over the past 15 years—which is considerably less than the potential yield. Thus, the La Habra Groundwater Basin has not been identified to be in a state of

[1] City of La Habra, *Urban Water Management Plan* (2005), page 3-6

overdraft by DWR, as the groundwater basin is stable and current and future pumping is less than the potential yield.

At present, approximately 10 to 12 percent of the City's water production comes from the Idaho Street Well. Imported water accounts for the remaining 88 to 90 percent of total water deliveries. Imported water comes from two sources, through interties with CDWC and MWD via MWDOC. In addition, the City maintains emergency interconnections with Suburban Water Systems (SWS), City of Fullerton, and City of Brea. It also has rights to a portion of the emergency supply in the Orange County Reservoir.

Groundwater production is at a maximum rate within the limitations of the City's current operational facility. However, at present a second well is being drilled at La Bonita Park and is estimated to be operational by mid-2012. The second well will increase the total pumping capacity from 1,200 AFY up to 2,400 AFY, and total planned capacity by both wells is 2,500 gallons per minute (gpm) or up to 4,032 AFY.[2] As stated above, the estimated safe yield from the La Habra Groundwater Basin is 4,500 AFY,[3] thus current and future pumping estimates from the La Habra Groundwater Basin continue to be below the safe threshold. Additionally, when the second well is operational, the City's total local water supply will increase to approximately 20 to 25 percent, thus reducing imported water supply to between 75 and 80 percent.

MUNICIPAL WATER DISTRICT OF ORANGE COUNTY (MWDOC)

The MWDOC was formed for the purpose of contracting with MWD to acquire supplemental imported water supplies from northern California and the Colorado River for use within Orange County. MWDOC is a regional water wholesaler and resource planning agency, managing all of Orange County's imported water supply with the exception of water imported to the cities of Anaheim, Fullerton, and Santa Ana. MWDOC serves more than 2.3 million residents in a 600-square-mile service area and is Metropolitan's third largest member agency. It is through MWDOC that the City purchases imported water from MWD.

Direct-use water (i.e., water directly piped from treatment facilities or wells to homes and commercial and institutional buildings, as opposed to indirect use, which is water needed to replenish groundwater storage and to serve as a barrier against saltwater intrusion) in MWDOC's service area comes from both local and imported supplies. Local supplies developed by individual member agencies, primarily groundwater, presently account for about 50 percent of MWDOC's direct water use. Other local supplies include recycled wastewater and surface water. The remaining 50 percent of direct water use demand is met by imported water from MWD.

METROPOLITAN WATER DISTRICT (MWD) OF SOUTHERN CALIFORNIA

The MWD's imported water sources are from the Colorado River Aqueduct (CRA) and the State Water Project (SWP), which draws water from the San Francisco-San Joaquin Bay Delta via the California Aqueduct. The amount of water delivered to the City by the Municipal Water District of Orange County currently accounts for approximately 90 percent of the total water used in the City. The City maintains two imported water connections with MWD. One connection (OC 4) enters La Habra at Balsa Avenue and Brookwood Street in Brea and has the capacity to deliver 11,300 gallons per minute (gpm) into the water system. The second connection (OC 45) is located at Lambert Road and Harbor Boulevard with a

[2] City of La Habra, *2010 Urban Water Management Plan* (April 2011), page 3-1
[3] City of La Habra, *Urban Water Management Plan* (2005), page 3-6

capacity of 6,750 gpm. MWD's contribution (over the last 10 years) accounts for approximately 33 percent to the City's water supply. With the addition of the second well, MWD's contribution is anticipated to be reduced to approximately 20 percent of the City's water supply.

CALIFORNIA DOMESTIC WATER COMPANY (CDWC)

The CDWC provides groundwater from the Main San Gabriel Basin to each of its member agencies, including the City. CDWC currently delivers approximately 60 percent of the City's water supply. The maximum available water to La Habra is 7,200 AFY. Each member agency receives a prescribed entitlement to water based upon the number of shares owned and the safe yield of the Main San Gabriel Basin. Recently, the City purchased an additional 360 shares, increasing its share holdings from 1,959.25 to 2,229.25 shares of CDWC stock.[4] Additionally, La Habra consistently leases and contracts additional water rights. The member agency entitlement criterion per share varies year by year, based on CDWC's allotted percentage and the safe yield of the Main San Gabriel Basin. Historically this has been about 1.38 to 1.90 acre-feet per share.[5] La Habra's maximum available intake from CDWC is limited due to the constraints of its water system. Historically, the City has purchased an annual average of roughly 6,000 AFY.

The voluntary adjudication of the Main San Gabriel Water Basin provided CDWC 5.60 percent of the basin's safe yield (with purchased water rights totaling 6.11 percent). The annual basin safe yield is established by the court-approved Water Master based upon engineering studies. The adjudication of basin water rights followed the settlement, effective October 1, 1963, of a legal suit over over-pumping brought on by the cities of Long Beach and Compton and the Central Basin Municipal Water District in 1959 against the major producers in the Upper San Gabriel Basin.

Implementation of an upsizing project that is part of CDWC's ongoing Capital Improvement Program is likely to increase CDWC supply from 32,000 to 48,000 AFY. The project will increase the availability of additional water supply to La Habra, Brea, and the Southwest Suburban Water Company. As mentioned previously, the City of La Habra currently owns 2,229.25 shares of CDWC stock and typically leases additional water rights on an annual basis. However, with the additional supply, the annual entitlement is expected to increase proportionately.

WATER TREATMENT

Metropolitan operates and maintains five water treatment facilities within its service area:

- F.E Weymouth Treatment Plant in La Verne
- Robert B. Diemer (Diemer) Treatment Plant in Yorba Linda
- Joseph Jensen (Jensen) Treatment Plant in the northwest end of San Fernando Valley
- Henry J. Mills Treatment Plant in the City of Riverside
- Robert A. Skinner Treatment Plant near Hemet

Metropolitan treats imported water at each of these water treatment plants prior to transmission and distribution to its member agencies throughout the Los Angeles basin, Orange County, and San Diego County. The City receives treated water from either the Diemer Treatment Plant or the Jensen

[4] City of La Habra, *2010 Urban Water Management Plan* (April 2011), page 3-2
[5] City of La Habra, *Water Master Plan Update* (August 2007), page 3-2

Treatment Plant. The Diemer Filtration Plant has an operating capacity of 550 million gallons per day (mgd) and at times delivers up to 400 mgd,[6] while the Jensen Filtration Plant currently has an operating capacity of 750 mgd and treats approximately 420 mgd.[7] Diemer is currently treating approximately 213 mgd, while the Jensen Filtration Plant treats approximately 420 mgd.

WATER SERVICE AREA

The City manages and operates its domestic water system within the 7.6-square-mile planning area, which includes the City limits boundaries and Orange County island areas. As part of its water system the City maintains 140 miles of pipelines within its service area. The City's service area and its water supply and distribution system is shown in Figure 3.1-1 (Water System Facilities Map). As well as three existing storage reservoirs, one groundwater well, six booster pump stations, and fifty-six pressure-regulating stations. The pressure regulating stations divide the distribution system into twenty-one different pressure zones. Figure 3.1-2 (Existing Pressure Zone) shows the different pressure zones.

TRANSMISSION AND DISTRIBUTION

The distribution and transmission pipelines range in size from 4 to 24 inches in diameter. The older pipelines are primarily made of asbestos cement and mortar lined cast-iron materials. Ductile iron and PVC pipelines make up the newer materials used in the City. The transmission pipelines, pipes 12 inches and larger in diameter, consist mainly of cement-mortar lined, coated steel pipe, and/or concrete cylinder pipe.

STORAGE RESERVOIRS

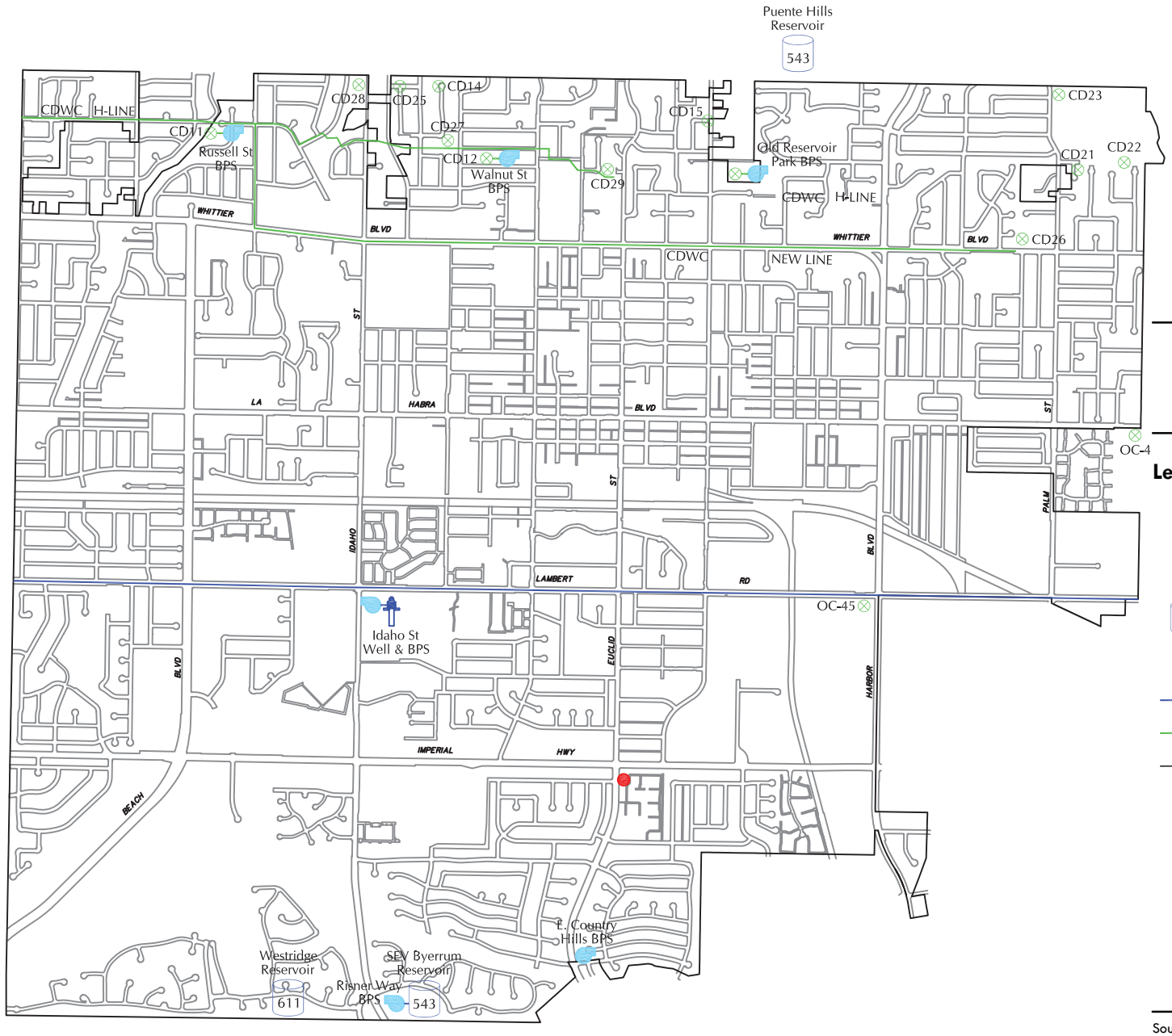
As stated above, the City has three existing storage reservoirs within the City limits. The location of these reservoirs is shown in Figure 3.1-1. The combined capacity of all three storage reservoirs is approximately 16.8 million gallons (Mg).

The Sev Byerrum Reservoir is the largest with a capacity of about 9.3 Mg. This reservoir is located at the south end of the City near S. Idaho Street and W. Risner Way. The Sev Byerrum Reservoir serves the City's main pressure zone, Zone 1, by gravity.

The Puente Hills Reservoir also serves Zone 1 by gravity. This reservoir is located in the north end of the system near the intersection of E. Woodcrest Avenue and N. Fallenleaf Street. The capacity of this reservoir is approximately 5.0 Mg.

The third reservoir, the Westridge Reservoir, is located in the La Habra Hills area in the southern portion of the City. The capacity of this reservoir is approximately 2.5 Mg. The Risner Way Booster Pumping Station boosts water into the Westridge Reservoir and then the water serves Zone 20 and Zone 21 by gravity.

[6] Metropolitan Water District of Southern California, Robert B. Diemer Treatment Plant, http://www.mwdh2o.com/mwdh2o/pages/yourwater/plants/diemer01.html.
[7] Metropolitan Water District of Southern California, Joseph Jensen Treatment Plant, http://www.mwdh2o.com/mwdh2o/pages/yourwater/plants/jensen01.html.



City of La Habra

GENERAL PLAN

CITY of LA HABRA
General Plan Update

WATER SYSTEM FACILITIES MAP

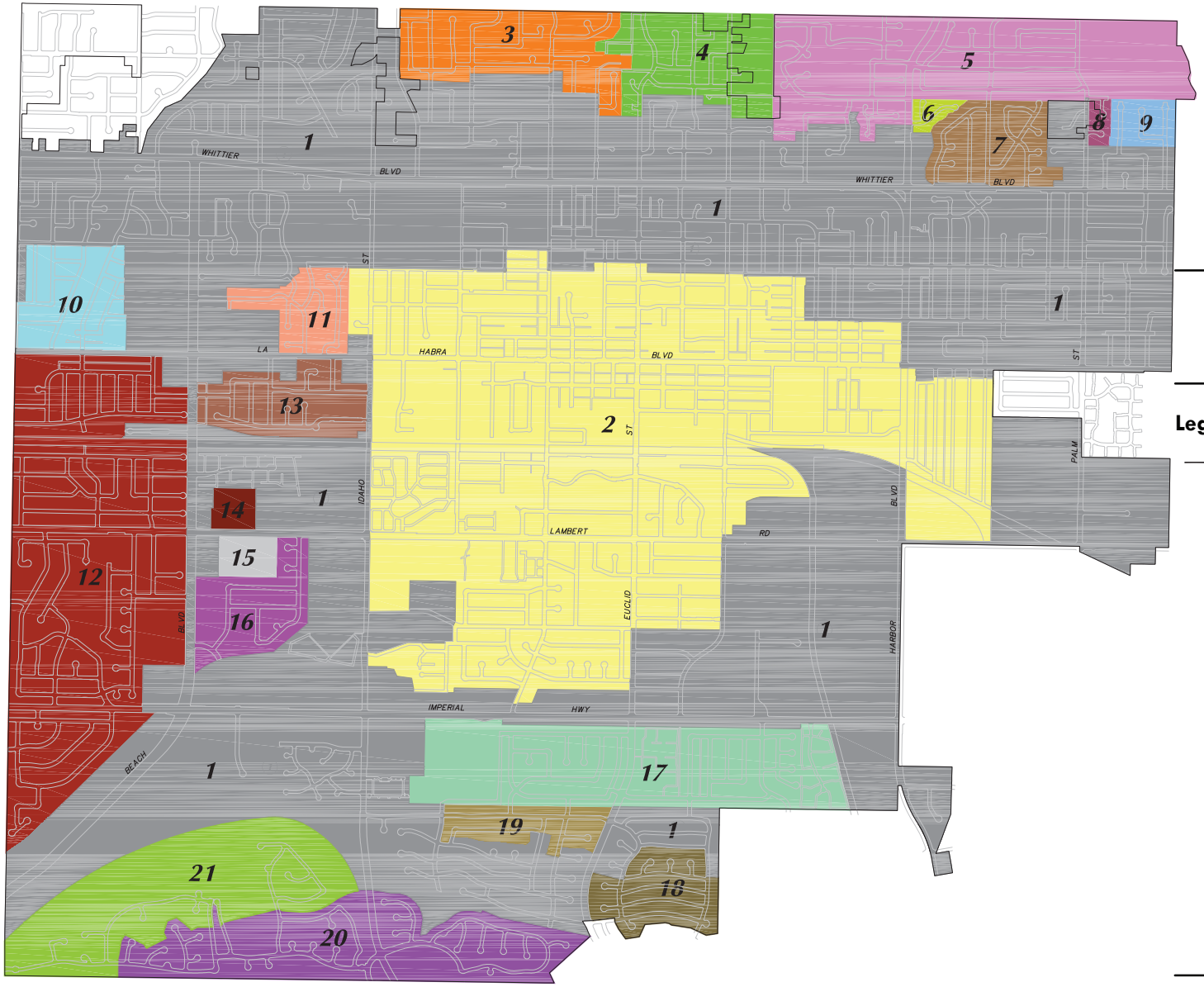
Legend

- Imported Water Interconnection
- Emergency Connection with City of Fullerton
- Booster Pumping Station
- Reservoir (HWL) (543)
- Groundwater Well
- MWD Pipeline
- CDWC Pipelne
- La Habra City Limits

Source: City of La Habra Water Master Plan. DBE Psomas.

Not to Scale

Figure 3.1-1



City of La Habra

GENERAL PLAN

CITY of LA HABRA
General Plan Update

EXISTING PRESSURE ZONE

Legend

La Habra City Limits

Pressure Zones

01	11
02	12
03	13
04	14
05	15
06	16
07	17
08	18
09	19
10	20
	21

Source: City of La Habra Water Master Plan. DBE Psomas.

Not to Scale

Figure 3.1-2

FEDERAL

CLEAN WATER ACT

The federal Clean Water Act (CWA) establishes regulatory requirements for potable water supplies including raw treated water quality criteria. The U.S. Environmental Protection Agency (USEPA) established primary drinking water standards in Section 304 of the Clean Water Act. States are required to ensure that potable water retailed to the public meets these standards. Standards for a total of 81 individual constituents have been established under the federal Safe Drinking Water Act (below) as amended in 1985. The USEPA may add additional constituents in the future. The City of La Habra is required to monitor water quality and conform to the regulatory requirements of the CWA.

SAFE DRINKING WATER ACT

Enacted in 1974 and implemented by the USEPA, the federal Safe Drinking Water Act imposes water quality and infrastructure standards for potable water delivery systems nationwide. The primary standards are health-based thresholds established for numerous toxic substances. Secondary standards are recommended with thresholds for taste and mineral content.

STATE

SAFE DRINKING WATER ACT (1976)

California enacted its own Safe Drinking Water Act (SDWA). The California Department of Public Health (CDPH) has been granted primary enforcement responsibility for the SDWA. Title 22 of the California Administrative Code establishes CDHS authority and stipulates drinking water quality and monitoring standards. These standards are equal to, or more stringent than, the federal standards set forth in Section 304 of the CWA.

RECYCLED WATER REGULATIONS

The California EPA (Cal/EPA), State Water Resources Control Board (SWRCB), Regional Water Quality Control Boards (RWQCB), and California Department of Public Health (CDPH) all have a role in regulating the use of recycled water in the State of California. The SWRCB has adopted Resolution No. 77-1, (Policy with Respect to Water Reclamation in California), which empowers the SWRCB and RWQCBs to encourage and consider funding for water reclamation projects that do not impair water rights or beneficial in-stream uses. The CDHS determines how recycled water may be used in California, and designates the level of treatment (i.e., un-disinfected secondary, disinfected secondary, or disinfected tertiary) required for each of these permitted uses (California Code of Regulations Title 22).

The RWQCBs implement the State Board's Guidelines for Regulation of Water Reclamation and issue waste discharge permits that serve to regulate the quality of recycled water. The CDHS develops policies protecting human health and comments and advises on RWQCB permits.

URBAN WATER MANAGEMENT PLANNING ACT (CALIFORNIA WATER CODE, DIVISION 6, PART 2.6, SECTIONS 10610 ET SEQ.)

The Urban Water Management Planning Act (Act) was developed due to concerns over potential water supply shortages throughout California. It requires information on water supply reliability and water use efficiency measures. Urban water suppliers are required, as part of the Act, to develop and implement UWMPs to describe water supply, service area demand, population trends and efforts to promote efficient use and management of water resources. The City's 2010 UWMP was adopted by the La Habra City Council on May, 16, 2011, and is intended to serve as a water supply and demand planning document that is updated to reflect changes in the water supplier's service area including water supply trends, conservation, and water use efficiency policies. The UWMP, along with the City's WMP and other City planning documents, are used by City staff to guide the City's water use and management efforts through the year 2035. The UWMP is required to be updated every five years.

CALIFORNIA CODE OF REGULATIONS TITLE 22

The California Water Code requires the California Department of Public Health (CDPH) to establish water reclamation criteria. In 1975, the CDPH prepared Title 22 regulations to satisfy this requirement. Title 22 regulates production and use of reclaimed water in California by establishing three categories of reclaimed water: primary effluent, secondary effluent, and tertiary effluent. Primary effluent typically includes grit removal and initial sedimentation or settling tanks. Secondary effluent is adequately disinfected, oxidized effluent, which typically involves aeration and additional settling basins. Tertiary effluent is adequately disinfected, oxidized, coagulated, clarified, filtered effluent, which typically involves filtration and chlorination. In addition to defining reclaimed water uses, Title 22 also defines requirements for sampling and analysis of effluent and specifies design requirements for treatment facilities.

WATER CONSERVATION PROJECTS ACT

California's requirements for water conservation are codified in the Water Conservation Projects Act of 1985 (Water Code Sections 11950–11954), as reflected below:

> 11952(a). It is the intent of the Legislature in enacting this chapter to encourage local agencies and private enterprise to implement potential water conservation and reclamation projects.

CALIFORNIA WATER CODE SECTIONS 10910 ET SEQ.

Senate Bill (SB) 610 was adopted in 2001 and reflects the growing awareness of the need to incorporate water supply and demand analysis at the earliest possible stage in the land use planning process. SB 610 amended the statutes of the Urban Water Management Planning Act, as well as the California Water Code (CWC) Sections 10910 et seq.

Water supply planning under CWC Section 10910 requires reviewing and identifying adequate available water supplies necessary to meet the demand generated by certain qualifying projects, as well as the cumulative demand for the general region over the next 20 years, under a broad range of water conditions. For areas served by public water systems, this information is typically found in the current UWMP. CWC 10910 requires the identification of the public water supplier. Under CWC 10910, a Water Supply Assessment (WSA) need only be prepared if a project exceeds thresholds of development identified, thereby relieving projects of less significance from the requirements of the bill. A WSA will be

prepared for the General Plan Update and will be included within the Environmental Impact Report (EIR) analysis.

SENATE BILL 1 (2009)

Senate Bill 1 (SBX7 1 or SB 1) from the Extraordinary Legislative Session of the fall of 2009 establishes a statutory framework intended to achieve the co-equal goals of providing a more reliable water supply to California and restoring and enhancing the Sacramento-San Joaquin River Delta ecosystem. The co-equal goals will be achieved in a manner that protects the unique cultural, recreational, natural resource, and agricultural values of the Delta. Specifically, SB 1:

- Creates the Delta Stewardship Council, consisting of seven members with diverse expertise providing a broad statewide perspective. The Chairperson of the Delta Protection Commission is a permanent member of the Council. The Council is also tasked with:
  a) Developing a Delta Plan to guide state and local actions in the Delta in a manner that furthers the co-equal goals of Delta restoration and water supply reliability
  b) Developing performance measures for the assessment and tracking of progress and changes to the health of the Delta ecosystem, fisheries, and water supply reliability
  c) Determining if a state or local agency's project in the Delta is consistent with the Delta Plan and the co-equal goals, and acting as the appellate body in the event of a claim that such a project is inconsistent with the goals
  d) Determining the consistency of the Bay-Delta Conservation Plan (BDCP) with the co-equal goals
- Ensures that the Department of Fish and Game and the State Water Resources Control Board identify the water supply needs of the Delta estuary for use in determining the appropriate water diversion amounts associated with BDCP
  a) Establishes the Sacramento-San Joaquin Delta Conservancy to implement ecosystem restoration activities within the Delta. In addition to the restoration duties the Conservancy is required to:
  b) Adopt a strategic plan for implementation of the Conservancy goals
  c) Promote economic vitality in the Delta through increased tourism and the promotion of Delta legacy communities
  d) Promote environmental education about, and the public use of, public lands in the Delta
  e) Assist in the preservation, conservation, and restoration of the region's agricultural, cultural, historic, and living resources
- Restructures the current Delta Protection Commission (DPC), reducing the membership from 23 to 15 members, and tasks DPC with the duties of:
  a) Adopting an economic sustainability plan for the Delta, which is to include flood protection recommendations to state and local agencies
  b) Submitting the economic sustainability plan to the Delta Stewardship Council for inclusion in the Delta Plan
- Appropriates funding from Proposition 84 to fund the Two-Gates Fish Protection Demonstration Program, a project in the central Delta which will utilize operable gates for protection of sensitive species and management of water supply

The following are key legislative findings from SB 1, now found in various provisions of the Water Code:

> 85002. The Legislature finds and declares that the Sacramento-San Joaquin Delta is a critically important natural resource for California and the nation. It serves Californians concurrently as both the hub of the California water system and the most valuable estuary and wetland ecosystem on the west coast of North and South America.
>
> 85004. The Legislature finds and declares all of the following:
>
> (a) The economies of major regions of the state depend on the ability to use water within the Delta watershed or to import water from the Delta watershed. More than two-thirds of the residents of the state and more than two million acres of highly productive farmland receive water exported from the Delta watershed.
>
> (b) Providing a more reliable water supply for the state involves implementation of water use efficiency and conservation projects, wastewater reclamation projects, desalination, and new and improved infrastructure, including water storage and Delta conveyance facilities.
>
> 85020. The policy of the State of California is to achieve the following objectives that the Legislature declares are inherent in the coequal goals for management of the Delta:
>
> (a) Manage the Delta's water and environmental resources and the water resources of the state over the long term.
>
> (b) Protect and enhance the unique cultural, recreational, and agricultural values of the California Delta as an evolving place.
>
> (c) Restore the Delta ecosystem, including its fisheries and wildlife, as the heart of a healthy estuary and wetland ecosystem.
>
> (d) Promote statewide water conservation, water use efficiency, and sustainable water use.
>
> (e) Improve water quality to protect human health and the environment consistent with achieving water quality objectives in the Delta.
>
> (f) Improve the water conveyance system and expand statewide water storage.
>
> (g) Reduce risks to people, property, and state interests in the Delta by effective emergency preparedness, appropriate land uses, and investments in flood protection.
>
> (h) Establish a new governance structure with the authority, responsibility, accountability, scientific support, and adequate and secure funding to achieve these objectives.

The legislation also recognizes, however, that Southern California should do more going forward to make the most of regionally available water resources:

> 85021. The policy of the State of California is to reduce reliance on the Delta in meeting California's future water supply needs through a statewide strategy of investing in improved regional supplies, conservation, and water use efficiency. Each region that depends on water from the Delta watershed shall improve its regional self-reliance for water through investment in water use efficiency, water recycling, advanced water technologies, local and regional water supply projects, and improved regional coordination of local and regional water supply efforts.

REGIONAL

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

The City of La Habra and other Los Angeles Basin Water Agencies adopted Water Conversation Ordinances and policies set forth by MWD. A complete listing and description of these ordinances is provided under “Local” Regulatory Framework, below.

L O C A L

CHAPTER 13.32 (USE OF CITY WATER—DOMESTIC WATER FACILITY CONSTRUCTION)

It is unlawful for any person to construct or cause to be constructed any domestic water facility or use water from any city water line without first having secured a permit therefore and having paid an application fee as prescribed by the city. A permit to use water or construct water facilities shall be granted upon application made upon a form furnished by the city. The director of public works shall thereupon issue a permit authorizing the use of water or construction of such improvements subject to the same being constructed in conformity with all city ordinances, rules, regulations and specifications, and upon having been paid the required fees as may be established from time to time (Ord. 1188, 1983).

Section 13.40.030 (Declaration of Purpose and Intent)

A. The purpose of this chapter is to establish a water conservation and supply shortage program that will reduce water consumption within the city through conservation, enable effective water supply planning, assure reasonable and beneficial use of water, prevent waste of water, and maximize the efficient use of water within the city to avoid and minimize the effect and hardship of water shortage to the greatest extent possible.

B. This chapter establishes permanent water conservation standards intended to alter behavior related to water use efficiency for non-shortage conditions and further establishes four stages of water supply shortage response actions to be implemented during times of declared water shortage or declared water shortage emergency, with increasing restrictions on water use in response to worsening drought or emergency conditions and decreasing supplies. (Ord. 1703 § 4, 2009)

Section 13.40.060 (Permanent Water Conservation Requirements—Prohibition Against Waste)

The following water conservation requirements are effective at all times and are permanent. Violations of this section will be considered waste and an unreasonable use of water.

A. Limits on Watering Hours
B. Limit on Watering Duration
C. No Excessive Water Flow or Runoff
D. No Washing Down Hard or Paved Surfaces
E. Obligation to Fix Leaks, Breaks, or Malfunctions
F. Recirculating Water Required for Water Fountains and Decorative Water Features
G. Limits on Washing Vehicles
H. Drinking Water Served Upon Request Only
I. Commercial Lodging Establishments Must Provide Option to Not Launder Linen Daily
J. No Installation of Single Pass Cooling Systems
K. Recirculating Water Systems Required in Commercial Car Wash and Laundry Systems
L. Restaurants Required to Use Water Conserving Dish Wash Spray Valves

Section 13.40.070 (Stage 1 Water Supply Shortage)

A. A Stage 1 water supply shortage condition exists when the city notifies its water users that, due to drought or other supply reductions, a consumer demand reduction of up to 10 percent is necessary to make more efficient use of water and respond to existing water conditions.

Section 13.40.080 (Stage 2 Water Supply Shortage)

A. A Stage 2 water supply shortage condition exists when the city notifies its water users that, due to drought or other supply reductions, a consumer demand reduction of up to 20 percent is necessary to make more efficient use of water and respond to existing water conditions.

Section 13.40.090 (Stage 3 Water Supply Shortage)

A. A Stage 3 water supply shortage emergency exists when the city declares a water shortage emergency condition pursuant to California Water Code Section 350 and notifies its residents and businesses that up to 30 percent consumer demand reduction is required to ensure sufficient supplies for human consumption, sanitation and fire protection.

Section 13.40.100 (Stage 4 Water Supply Shortage—Emergency Condition)

A. A Stage 4 water supply shortage emergency exists when the city declares a water shortage emergency condition pursuant to California Water Code Section 350 and notifies its residents and businesses that up to 40 percent or more consumer demand reduction is required to ensure sufficient supplies for human consumption, sanitation, and fire protection.

Other Prohibited Uses. The city may implement other prohibited water uses as determined by the city, after notice to customers as set forth in Section 13.40.110. (Ord. 1703 § 8, 2009)

CHAPTER 18.16 (WATER EFFICIENT LANDSCAPING AND WATER CONSERVATION)

The purpose of Chapter 18.16 (Water Efficient Landscaping and Water Conservation) is to promote the benefits of consistent landscape ordinances with neighboring local and regional agencies; promote the values and benefits of landscapes while recognizing the need to invest water and other resources as efficiently as possible; establish a structure for planning, designing, installing, and maintaining and managing water efficient landscapes in new construction and rehabilitated projects; establish provisions for water management practices and water waste prevention for existing landscapes; use water efficiently without waste by setting a maximum applied water allowance as an upper limit for water use and reduce water use to the lowest practical amount; and implement the use of economic incentives that promote the efficient use of water.

Existing Conditions

POPULATION, JOBS, AND HOUSEHOLDS

A household is defined by the Department of Finance (DOF) and the U.S. Census as a group of people who occupy a housing unit. The number of households in a given area differs from the number of dwelling units because the number of dwelling units includes occupied and vacant units. The variance between households and dwelling units also reflects population segments living in-group quarters such as board and care facilities, and those who are homeless.

The City is essentially built out with over 99.9 percent of the City's land area either developed or under development. Within the City's service area there is a broad range of housing types and styles; a range of shopping, professional, and commercial services; and light industrial areas.

In 2005, the City's water system served an estimated 62,496 residents. As of 2008, occupied households were estimated to be 19,296,[8] and employment opportunities were listed at 17,669 jobs.[9] According to the 2010 U.S. Census, La Habra's population was 60,239 persons through 12,500 connections with a total of 18,977 households and 19,924 housing units.[10]

WATER QUALITY

The sources of drinking water—both tap water and bottled water—include rivers, lakes, streams, ponds, reservoirs, springs and wells. As water travels over the surface of land or through the layers of the ground it dissolves naturally occurring minerals and, in some cases, radioactive material, and can pick up substances resulting from the presence of animal and human activity. Contaminants that may be present in source water include:

- Microbial contaminants, such as viruses and bacteria, which may come from sewage treatment plants, septic systems, agricultural livestock operations, and wildlife.
- Inorganic contaminants, such as salts and metals, which can be naturally occurring or result from urban storm runoff, industrial or domestic wastewater discharges, oil and gas production, mining and farming.
- Radioactive contaminants, which can be naturally occurring or be the result of oil and gas production or mining activities. Pesticides and herbicides, which may come from a variety of sources such as agriculture, urban stormwater runoff, and residential uses.
- Organic chemical contaminants, including synthetic and volatile organic chemicals, which are byproducts of industrial processes and petroleum production, and can also come from gasoline stations, urban stormwater runoff, agricultural application, and septic systems.

In order to ensure that tap water is safe to drink, US Environmental Protection Agency and the California Department of Public Health (CDPH) prescribe regulations that limit the amount of certain contaminants in water provided by public water systems. CDPH regulations also establish limits for contaminants in bottled water that must provide the same protection for public health. Drinking water, including bottled water, may reasonably be expected to contain at least small amounts of some contaminants. The presence of contaminants does not necessarily indicate that water poses a health risk.

Cryptosporidium is a microscopic organism that, when ingested, can cause diarrhea, fever, and other gastrointestinal symptoms. The organism comes from animal and/or human wastes and may be in surface water. In 2009, Metropolitan tested its source water and treated surface water for *Cryptosporidium* but did not detect this organism. If it is detected, *Cryptosporidium* is eliminated by an effective treatment combination including sedimentation, filtration, and disinfection.

[8] Southern California Council of Governments, RTP 2012 Population Growth Forecast Table.
[9] Southern California Council of Governments, RTP 2012 Population Growth Forecast Table.
[10] U.S. Census Bureau, American FactFinder, Fact Sheet: La Habra City, California (2010), http://factfinder2.census.gov/main.html (accessed August 11, 2011).

At times, nitrate in tap water may have exceeded one-half the MCL, but is never greater than the MCL. Nitrate in drinking water at levels above 45 milligrams per liter is a health risk for infants of less than 6 months of age. Such nitrate levels in drinking water can interfere with the capacity of the infant's blood to carry oxygen, resulting in a serious illness; symptoms include shortness of breath and blueness of the skin. Nitrate levels above 45 parts-per-million may also affect the ability of the blood to carry oxygen in other individuals, such as pregnant women and those with certain specific enzyme deficiencies.

Elevated levels of lead can cause serious health problems, especially for pregnant women and young children. Lead in drinking water is primarily from materials and components associated with service lines and home plumbing. The City is responsible for providing high quality drinking water; however, the City cannot control the variety of materials used in plumbing components.

In December 2007, Metropolitan joined a majority of the nation's public water suppliers in adding fluoride to drinking water in order to prevent tooth decay. In line with recommendations from the CDPH, as well as the U.S. Centers for Disease Control and Prevention, Metropolitan adjusted the natural fluoride level in imported treated water from the Colorado River and State Project water to the optimal range for dental health of 0.7 to 1.3 parts per million. Local water supply is not supplemented with fluoride. Fluoride levels in drinking water are limited under California state regulations at a maximum dosage of 2 parts per million.

WATER SUPPLY

This section provides a water supply analysis on a regional scale including the service areas of MWD, the MWDOC, the California Domestic Water Company (CWDC), and the City. Total potable supplies within the City are composed of local groundwater and imported water.

REGIONAL SUPPLIES

Imported Water Supply to the City

The City obtains its imported water from CDWC and MWD via MWDOC. The CDWC pumps groundwater from the Main San Gabriel Basin. The MWD treats water received from the Colorado River via the Colorado River Aqueduct (CRA) and from the State Water Project (SWP) via the California Aqueduct.

California Domestic Water Company (CDWC)

The CDWC currently delivers approximately 60 percent of the City's water supply. The maximum available water to La Habra is 7,200 AFY. Implementation of an upsizing project that is part of CDWC's ongoing Capital Improvement Program is likely to increase CDWC supply from 32,000 to 48,000 AFY. The project will increase the availability of additional water supply to La Habra, Brea, and the Southwest Suburban Water Company. The City of La Habra currently owns 2,229.25 shares of CDWC stock and typically leases additional water rights on an annual basis. However, with the additional supply, the annual entitlement is expected to increase proportionately. La Habra's maximum available intake from CDWC is currently limited due to the constraints of the City's water system; however, the City's 2007 Water Master Plan Update identified a number of improvements to increase its take from CDWC. Groundwater is assumed to be drought-resistant and can therefore be relied on under all hydrologic conditions including during dry and multiple dry years.

Metropolitan Water District (MWD) of Southern California Water Supply Allocation Plan

Due to drought conditions and the uncertainty regarding future pumping operations from the State Water Project (SWP), MWD has worked with member agencies to put together a Metropolitan Water Supply Allocation Plan (Met WSAP). The plan allocates water to members (indirectly to the City) based on the Regional Shortage Level experienced in MWD's service area; higher regional shortages result in larger supply cutbacks. On February 12, 2008, the MWD Board of Directors officially adopted the Met WSAP.

For future years in which MWD's supplies are insufficient to meet firm demands, imported supplies to MWDOC will be managed in accordance with the Met WSAP. This includes sample calculations for determining a particular member agency's allocation, as well as estimated retail and wholesale reliability for member agencies based on a given percent reduction in total supply (shortage percentage).

The shortage percentages, which correspond to designated shortage levels outlined in the Met WSAP, cover 5 percent increments from 5 to 50 percent. Under each shortage level, there are specific wholesale minimum allocations for each member agency. The Met WSAP includes graphs and tables showing an estimate of the wholesale minimum allocations for each of the member agencies in a Level 2 Regional Shortage (10 percent), Level 4 Regional Shortage (20 percent), and in a Level 6 Regional Shortage (40 percent). Table 3.1-1 (Wholesale Reliability for Imported Supplies within the Basin) shows the level of regional shortage by percentage for the MWDOC basin.

Table 3.1-1 Wholesale Reliability for Imported Supplies within the Basin

Shortage Percentage (Regional Shortage)	*Level 2 Regional Shortage 10%*	*Level 4 Regional Shortage 20%*	*Level 6 Regional Shortage 40%*
MWDOC (in basin)	94.9%	89.2%	78.3%

SOURCE: Metropolitan Water District of Southern California (MWD). Board of Directors, Water Planning and Stewardship Committee. February 12, 2008 Board Meeting. Attachment 2. Values shown are for the proposed formula.

The MWD Board of Directors approved the implementation of MWD's WSAP at a Level 2 on April 14, 2009. This action was taken in order to manage demands through the period of July 1, 2009, through June 30, 2010, given the limited supplies available in the current calendar year, including limiting withdrawals of storage in order to maintain reasonable reserve levels.

2010 Regional Water Supply Conditions

Since implementing the WSAP last year, MWD's member agencies (including MWDOC) have not only met their reduction levels but have exceeded them by a significant margin. Currently, Metropolitan is 16 percent below its service area allocation target. The MWD has committed to reducing its delivery allocations to its member agencies and has set annual targets to achieve those objectives. Unfortunately, water supply conditions have not dramatically improved for 2010, and regional storage reservoirs remain at low levels.

In April 2010, MWD's Board reviewed water supplies estimates and demand projections for 2010, and determined there still remains uncertainty as to whether the final SWP allocation will be high enough to meet demand. The continuation of allocations for a second year in a row will prevent the depletion of further storage and reduce Metropolitan's risk for future years. As a result of these findings, MWD will

continue its water supply allocation at the shortage Stage Level 2.[11] This action was taken in order to manage demands through the period of July 1, 2010, through June 30, 2011.

Municipal Water District of Orange County's Water Supply Allocation Plan

In accordance with Metropolitan's action in April 2010, MWDOC's Board (1) Declared a regional water shortage in its service area; (2) Adopt a resolution calling for the implementation of MWDOC's Water Supply Allocation Plan effective July 1, 2010; and (3) Authorized the General Manager to implement the Plan at the Regional Shortage Level 2 to its twenty-eight client agencies in Orange County.[12]

LOCAL GROUNDWATER SUPPLIES

As stated previously, the City owns and operates one municipal well, called the Idaho Street Well, which pumps from the La Habra Groundwater Basin. Groundwater production is currently at a maximum rate within the limitations of the City's one operational facility, and as a result, the City is drilling an additional groundwater well at La Bonita Park. This additional well will increase the total pumping capacity from 1,200 AFY up to 2,400 AFY, and total planned capacity by both wells to 2,500 gallons per minute (gpm) or up to 4,032 AFY.[13] When the La Bonita Park well is operational, the City's total local water supply will increase to approximately 20 to 25 percent, thus reducing imported water supply to between 75 and 80 percent. It is important to mention that groundwater is assumed to be drought-resistant and can therefore be relied on under all hydrologic conditions including during dry and multiple dry years.

ALLOCATION DELIVERY

MWDOC's Water Supply Allocation Plan (WSAP) formula was used to determine water supplies to the City under the current hydrologic conditions. Allocation Year supplies were formulated by calculating supply deliveries from 2004 to 2006 and then factoring in conservation credits and other specific adjustments such as locally produced supplies, transfers, exchanges, etc. The City's normal Allocation Year supplies were calculated at 2,642 AFY. Normal "Allocation Year" supply, "WSAP Year" supply, and various supply allocation are presented below as this represents the City's existing water supply conditions. Table 3.1-2 (Metropolitan Shortage Stage Levels and Allocation) shows the shortage levels and allocation schedule that is currently in place under Metropolitan's WSAP and anticipated deliveries to the City via MWDOC. As result of these WSAP calculations the reliability of these imported supplies remains at 97 percent. Although the reduction from its normal Allocation Year supply under Stage 2 results in a 12.5 percent decrease in actual delivery.

Projected supplies are shown in Table 3.1-3 (City of La Habra Supply Allocations with Normal Allocation, WSAP Stage 2 and Stage 3 Allocations—Normal, Single Dry, and Multiple Dry Years, 2010–2035). For water supply planning purposes, further MWDOC WSAP reductions were projected for the next following year and over consecutive dry years. For example, if next year is another dry year, MWDOC could initiate Stage 3 of the MWDOC WSAP and reduce deliveries accordingly. If this were the case, imported water supplies to the City would be curtailed by 165 acre-feet, reduced to 2,147 acre-feet. If

[11] Municipal Water District of Orange County. Meeting of the Board of Directors of the Municipal Water District of Orange County (June 14, 2010).
[12] Municipal Water District of Orange County. Meeting of the Board of Directors of the Municipal Water District of Orange County (June 14, 2010).
[13] City of La Habra, *2010 Urban Water Management Plan* (April 2011), page 3-1

local supplies were to remain constant, the City would have 10,647 AFY in total supplies. The analysis assumed that the probability of multiple dry year events could commence in any given year and extend over 3 years.

Table 3.1-2 Metropolitan Shortage Stage Levels and Allocation Deliveries

Regional Shortage Level	*Regional Shortage Percentage*	*Retail Promise*	*Wholesale Minimum Allocation*[a]	*Retail Impact Adjustment Maximum*[b]	*Interim Agricultural Water Program Reduction*[c]	*Allocation Deliveries to City of La Habra*[d]
1	5%	95%	92.5%	2.5%	30.0%	2,477
2	10%	90%	85.0%	5.0%	30.0%	2,312
3	15%	85%	77.5%	7.5%	40.0%	2,147
4	20%	80%	70.0%	10.0%	50.0%	1,983
5	25%	75%	62.5%	12.5%	75.0%	1,818
6	30%	70%	55.0%	15.0%	90.0%	1,653
7	35%	65%	47.5%	17.5%	100.0%	1,488
8	40%	60%	40.0%	20.0%	100.0%	1,323
9	45%	55%	32.5%	22.5%	100.0%	1,158
10	50%	50%	25.0%	25.0%	100.0%	993

SOURCE: Metropolitan Water Shortage Allocation Plan. MWDOC FY 2010-2011 Water Supply Allocation Model

a. The Wholesale Minimum Allocation ensures a minimum level of imported supplies.

b. The Retail Impact Adjustment factor is calculated as the difference between the Regional Shortage Percentage and the Wholesale Imported Minimum Allocation. The purpose of this adjustment is to ensure that agencies with a high level of dependence on MET do not experience highly disparate shortages compared to other agencies when faced with a reduction in imported supplies.

c. This baseline will remain in place for the period in which the IAWP Reduction is in effect and for droughts continuing into successive years.

d. Import Allocation based on Allocation Year 2,642 AFY. MWDOC Allocation for City of La Habra 2010-2011 - Model version 2.0 September 2010

Table 3.1-3 City of La Habra Supply Allocations with Normal Allocation, WSAP Stage 2 and Stage 3 Allocations—Normal, Single Dry, and Multiple Dry Years, 2010–2035

					Multiple Dry Year Event[e]					
	Base Year Water Supply Allocation[a]		*WSAP Stage 2 Allocation Single Dry Year*[b]		*WSAP Stage 2 Allocation Dry Year 1*[c]		*WSAP Stage 3 Allocation Dry Year 2*[d]		*WSAP Stage 3 Allocation Dry Year 3*	
Supply Allocation	*AFY*	*%*	*AFY*	*%*	*AFY*	*%*	*AFY*	*%*	*AFY*	*%*
City of La Habra Allocation	2,642	100	2,312	85	2,312	85	2,147	77.5	2,147	77.5

SOURCE: Developed by PBS&J for Water Supply and Demand Planning Purposes.

a. MWDOC's WSAP Allocation Year. Assumes 24% Imported Water from MWDOC and 76% of local groundwater from local sources.

b. PBS&J developed additional dry year planning projections based on Stage 2 and Stage 3 Allocations.

c. Stage 2 Allocation in effect beginning in Dry Year 1 – Same as Single Dry Year.

d. Stage 3 Allocation in effect after Dry Year1 and due to the WSAP model WSAP Stage remains in effect over the next year as well.

The City can use this data to predict its imported supplies deliveries from MWDOC now and over consecutive dry years. These supply allocations can then be coupled with locally produced groundwater and other purchased supplies to meet demand. The subsequent tables show the supplies available to the City under current and future conditions. Table 3.1-3 shows the allocations and percentages of supply allocation under MWDOC current formula.

For conservative water supply planning purposes, all supply quantities were then extended over the 25-year planning horizon and also are held constant according to the prescribed allocation rate. Table 3.1-4 (MWDOC's WSAP Allocation Year Supplies [AFY]) shows the supplies available to the City under MWDOC's WSAP Allocation Year model (no reductions), hereinafter referred to as "Allocation Year." Under this supply scenario commencing in 2010, the City could expect to receive 10,881 AFY. For example, Allocation Year supplies remain the same over the 25-year planning horizon and each WSAP Stage is presented in the same manner.

Table 3.1-4 MWDOC's WSAP Allocation Year Supplies (AFY)

Years	*2010*	*2015*	*2020*	*2025*	*2030*	*2035*
Metropolitan Imported Water (via MWDOC)[a]	2,642	2,642	2,642	2,642	2,642	2,642
Local Supply (Groundwater Sources)[a,b]	8,239	8,239	8,239	8,239	8,239	8,239
Total[c]	***10,881***	***10,881***	***10,881***	***10,881***	***10,881***	***10,881***

a. MWDOC Allocation for City of La Habra 2010-2011 - Model version 2.0 September 2010

b. Groundwater Sources = combination of City groundwater production at Idaho Street Well and the treated groundwater supplied by CDWC delivered to the City

c. MWDOC's WSAP Allocation Year. Assumes 24% Imported Water from MWDOC and 76% of groundwater from local sources.

However, due to reduced statewide water supplies under WSAP Stage 2 supply allocation, the City can expect to receive less than the Allocation Year water supply deliveries from MWDOC, which is estimated to be 10,551 AFY without additional pumping increases (up to 2,400 AFY) from the City's Idaho Street well. MWDOC deliveries equal 2,312 AFY and local supplies of 8,239.

As shown in Table 3.1-5 (MWDOC's WSAP Stage 2 Supplies with Local Groundwater Increases [AFY]), under MWDOC's WSAP Stage 2 with additional groundwater production at the Idaho Street Well, the City could expect to have up to 10,812 AFY. As anticipated, local groundwater production would improve the City's supply portfolio and would also reduce the City's dependence on supplies from Metropolitan.

Table 3.1-5 MWDOC's WSAP Stage 2 Supplies with Local Groundwater Increases (AFY)

Years	*2010*	*2015*	*2020*	*2025*	*2030*	*2035*
Metropolitan Imported Water (via MWDOC)[a]	2,312	2,312	2,312	2,312	2,312	2,312
Local Groundwater - City of La Habra[b]	2,400	2,400	2,400	2,400	2,400	2,400
Local Groundwater – CDWC	6,100	6,100	6,100	6,100	6,100	6,100
Total[a]	***10,812***	***10,812***	***10,812***	***10,812***	***10,812***	***10,812***

a. MWDOC Allocation for City of La Habra 2010-2011 - Model version 2.0 September 2010 - Assumes 24% Imported Water from MWDOC and 76% of groundwater from local sources.

b. City of La Habra 2005 Urban Water Management Plan – projected local supply

WATER DEMAND

REGIONAL DEMAND

Wholesale and retail agencies, special districts, municipalities, and consumers within their respective service areas generate water demand in southern California. Water demand is a result of population density, water use efficiency, health of the economy, climatic factors, and variations over time based on the characteristic behavior of the public. In addition, water demand is influenced by land use (i.e., industrial, commercial, and residential).

In this context, MWD analyzes its wholesale demand at a regional level, MWDOC assesses demand within its twenty-eight member agencies within Orange County—including the City—and the City evaluates demand within its service area boundaries.

CITY OF LA HABRA WATER DEMAND

The City estimates a range of different future water demands, such as average-day demands and other adjusted demands, in order to adequately plan for anticipated growth for water supply and sizing of pipes, respectively. In the City, water demand is not dissimilar from other municipal water providers, insofar as demand occurs as a result of consumptive uses by consumers.

As shown in Table 3.1-6 (Historic per Capita Water Consumption, 1991–2010) annual City demand over the last decade has decreased. Demand in 2006 was 10,372 acre-feet as compared to 11,063 acre-feet in 2000. Then in 2010, demand decreased to 9,803 acre-feet. The demand decreases are due to the recent heavy rain season along with conservation efforts and the continuing economic conditions. As demand decreases the City's overall supply and demand situation is expected to improve; however, at some point, water demand will hit a point at which water conservation savings will harden and further savings will not be observed. The average annual demand over this 20-year period was 10,126 AFY and the 5-year average (2001–2006) was 10,744 acre-feet.

Table 3.1-6 Historic per Capita Water Consumption, 1991–2010

Fiscal Year (July–June)	*Population*	*Acre–Feet per Year*
1991	51,266	9,190
1992	51,426	8,349
1993	51,986	8,763
1994	52,722	9,222
1995	53,557	9,375
1996	53,980	10,089
1997	54,257	10,487
1998	54,727	9,525
1999	55,133	9,996
2000	55,805	11,196
2001	58,974	10,613

Table 3.1-6 Historic per Capita Water Consumption, 1991–2010		
Fiscal Year (July–June)	*Population*	*Acre–Feet per Year*
2002	59,895	11,210
2003	60,641	10,791
2004	61,152	11,063
2005	61,454	10,417
2006	61,927	10,372
2007	61,908	10,854
2008	62,238	10,500
2009	62,675	10,712
2010	60,239	9,803

SOURCE: City of La Habra, 2010 *Urban Water Management Plan (May 2011)*; City of La Habra Water Master Plan Update August 2007; and U.S. Census Bureau, American FactFinder, Fact Sheet: La Habra city, California, 2010. http://factfinder2.census.gov/main.html (accessed August 11, 2011).

Future Conditions

Changes in land uses and/or the intensities thereof facilitated by the update of the General Plan could lead to changes in demand. In addition, the existing infrastructure used to extract and convey water will continue to age and require maintenance and repair.

PROJECTED WATER DEMAND

As presented in La Habra's 2010 UWMP, projected per capita water consumption values for water demand based on population increases are shown in Table 3.1-7 (Water Demand Projections). These projections were prepared based on a population projection study prepared by California State University, Fullerton Center for Demographic Research. In general, projected water use is a function of population, which demonstrates how water consumption is related to population increases. However, variances can be attributed to annual rates of precipitation, water conservation, economic stability, and income.

Table 3.1-7 Water Demand Projections			
Year	*Population*	*Gallons Per Day*	*Acre Feet Per Year*
2010	65,773	8,750,963	9,803
2015	67,256	8,783,993	9,840
2020	68,055	8,829,626	9,890
2025	68,481	8,873,260	9,940
2030	68,576	8,917,895	9,990

SOURCE: City of La Habra, *2010 Urban Water Management Plan (May 2011),* and Center for Demographic Research, California State University, Fullerton, January 2010 as documented in September 2010.

Although, La Habra is essentially buildout, land use changes as a result of the implementation of the General Plan Update, could result in population increases through increased densities at underutilized, vacant, or rezoned parcels. According to SCAG's 2012 RTP Growth and Forecast Report, La Habra's population was projected to reach 65,953 in 2020 and culminate at 66,958 people in 2035. Table 3.1-8 (Water Demand Projections with 20 percent Conservation Savings) projects the annual demand for water, which represents a 20 percent conservation savings as a result of implementation programs required by SB x7-7 (2009). Based on the information in MWDOC's Water Shortage Allocation Plan Allocation, base year demand (2004-2006) was calculated at 8,330 AFY. In order to project growth in demand, the base year (2004-2006) was used as an initial demand for 2010. Assuming a gradual reduction of 15 percent by 2015 and 20 percent by 2020, La Habra can generally expect annual demands to decrease or remain somewhat constant, even with population growth.

Table 3.1-8 Water Demand Projections with 20 Percent Conservation Savings

Year	*Population*	*Gallons per Day*	*Acre-Feet per Year*
2010	60,239[a]	7,436,043	8,330
2015	64,568[b]	6,998,628	7,840
2020	65,953[c]	7,034,335	7,880
2035	66,958[c]	7,070,043	7,920

SOURCE: City of La Habra, *2010 Urban Water Management Plan (May 2011)*, and Municipal Water District of Orange County (MWDOC) *Water Shortage Allocation Plan*, Allocation Model version 2.0 (September 2010).

a. City of La Habra Water Master Plan Update August 2007, Table 3-1; and U.S. Census Bureau, American FactFinder, Fact Sheet: La Habra city, California, 2010. http://factfinder2.census.gov/main.html (accessed August 11, 2011).

b. Simple growth rate of 277 people per year used for population increases and water demand planning.

c. SCAG's 2012 RTP Growth and Forecast Report.

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U.S. Census Bureau, American FactFinder, Fact Sheet: La Habra city, California, 2010. http://factfinder2.census.gov/main.html (accessed August 11, 2011).

3.2 WASTEWATER

Introduction and Background

This section describes the wastewater management infrastructure in the City of La Habra planning area. Information for this section was obtained from various state, county, and local resources including the Orange County Sanitation District (OCSD), the Santa Ana Regional Water Quality Control Board (SARWQCB), the La Habra Sewer Master Plan (2005), and the City of La Habra Department of Public Works, Water/Sewer Division.

The City's existing sewer collection system is made up of a network of gravity sewers. The gravity system consists of approximately 125 miles (662,485 feet) of pipe and 2,680 manholes and cleanouts. There are approximately 13,505 laterals connected to the system. The general direction of flow is from north to south and east to west. The majority of the local sewers tie into the OCSD trunk system in Imperial Highway and Beach Boulevard. The sewage is then transported out of the City to the southwest. One small portion of the City located west of Beach Boulevard and south of Imperial Highway, is tributary to the City of La Mirada and the Los Angeles County Sanitation District (LACSD). Another small area (i.e., approximately five homes) located at the City's western boundary along Valley Home Avenue in Los Angeles County is tributary to La Habra's sewer collection system. There are six small County islands located within the City's boundaries, totaling approximately 126 acres. Just under one-third of these islands currently contribute sewage to the City's sewer collection system. The majority of the residences in the County island areas is on septic systems and is not serviced by La Habra. Figure 3.2-1 (City of La Habra Sewer System), illustrates the City's existing sewer collection system, including the OCSD's trunk system within the City.

The majority of the system was built in the 1950's and 1960's as the City experienced a rapid increase in population, housing developments, and infrastructure. Approximately 43 percent of the sewers were constructed from 1950 to 1959, and 27 percent were constructed from 1960 to 1969.

The City of La Habra service area is located at the northern end of OCSD's Revenue District 3. The OCSD sewer system collects wastewater through an extensive system of gravity flow sewers, pump stations, and pressurized sewers (i.e., force mains). The sewer system consists of a series of trunk lines ranging in size from 12 to 96 inches in diameter and collectively measure over 500 miles in length. Additionally, there are 39 sewer interconnections and 87 diversions to maximize conveyance of flows through the system. Twenty pump stations are used to pump sewage from lower lying areas to the treatment plants. The majority of the sewage generated in the City of La Habra is conveyed to one of two OCSD trunk sewers: (1) the Imperial Relief Interceptor in Imperial Highway, or (2) the Miller Holder Trunk Sewer. The City currently does not have the infrastructure or capacity to utilize recycled water from the sewer collection system.

The Imperial Relief Interceptor enters the City at Harbor Boulevard as an 18-inch-diameter sewer. It continues west in Imperial Highway to Beach Boulevard. Just west of Euclid Street, the interceptor increases in size to 21 inches in diameter. It becomes a 24-inch-diameter sewer approximately 1,500 feet east of Beach Boulevard. The interceptor ends just east of the intersection of Imperial Highway and Beach Boulevard. At this point, it feeds into the Miller Holder Trunk Sewer.

The Miller Holder Trunk Sewer provides service to the western portion of Orange County. It begins at the intersection of Imperial Highway and Beach Boulevard and continues to the southwest following Beach Boulevard into the City of Fullerton. Flows are routed south through a number of Orange County cities before reaching OCSD's Treatment Plant No. 2 in the City of Huntington Beach. Figure 3.2-2 (Orange County Sanitation District Existing Facilities) illustrates the western portion of OCSD's service area, including the City of La Habra.

Reclamation Plant No. 2 is located in the City of Huntington Beach adjacent to the Santa Ana River and approximately 1,500 feet from the Pacific Ocean. This plant provides a mix of advanced primary and secondary treatment. The plant receives raw wastewater through five major sewers. Approximately 33 percent of the influent receives secondary treatment through an activated sludge system, and all of the effluent is discharged into the ocean disposal system. OCSD's treated wastewater is discharged through a 120-inch outfall at a depth of approximately 200 feet below sea level and nearly five miles offshore from the mouth of the Santa Ana River. Current capacity for Reclamation Plant No. 2 is 168 million gallons per day (mgd) of primary treated wastewater and 90 mgd of secondary treated wastewater. The current average flow is 151 mgd; thus, remaining capacity at this plant is approximately 24 mgd. Expansion plans by OCSD are ongoing and designed to address the incremental increase in sewage generation as a result of a new development. The secondary treatment capacity at this plant is currently being increased by 60 mgd for a future total capacity of 150 mgd.[1]

Regulatory Framework

FEDERAL REGULATIONS

NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM PERMITS

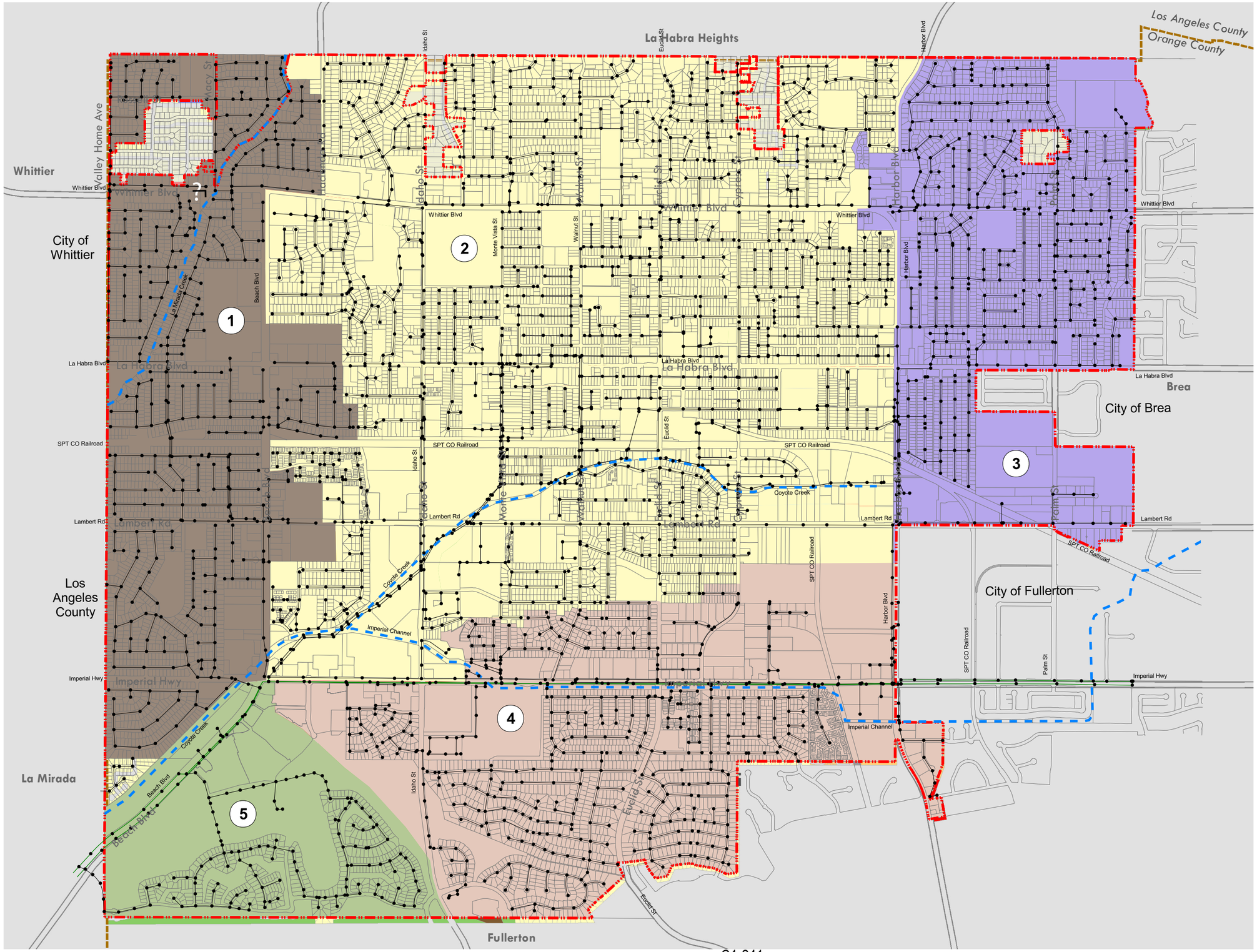
The requirement for permits by the National Pollution Discharge Elimination System (NPDES) were established in the federal Clean Water Act (CWA) to regulate both point source discharges (i.e., a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (i.e., diffuse runoff of water from adjacent land uses) to surface waters of the United States. For point source discharges, such as sewer outfalls, each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge.

STATE

DISPOSAL OF BIOSOLIDS

The federal CWA and regulations set forth by the California Department of Health Services (CDHS) and the State Water Resources Control Board (SWRCB) are aimed primarily at discharges of effluent to surface waters. The disposal of biosolids is regulated by requirements set forth by the California Integrated Waste Management Board (CIWMB), the SWRCB's General Order, Parts 257 and 530 of Title 40 of the Code of Federal Regulations (CFR), county ordinances and other such regulations, as may be applicable.

[1] Orange County Sanitation District, Projects in the Construction Phase, http://www.ocsd.com/construction/construction_phase/default.asp, (accessed February 25, 2011).



CITY of LA HABRA
General Plan Update

CITY OF LA HABRA SEWER SYSTEM

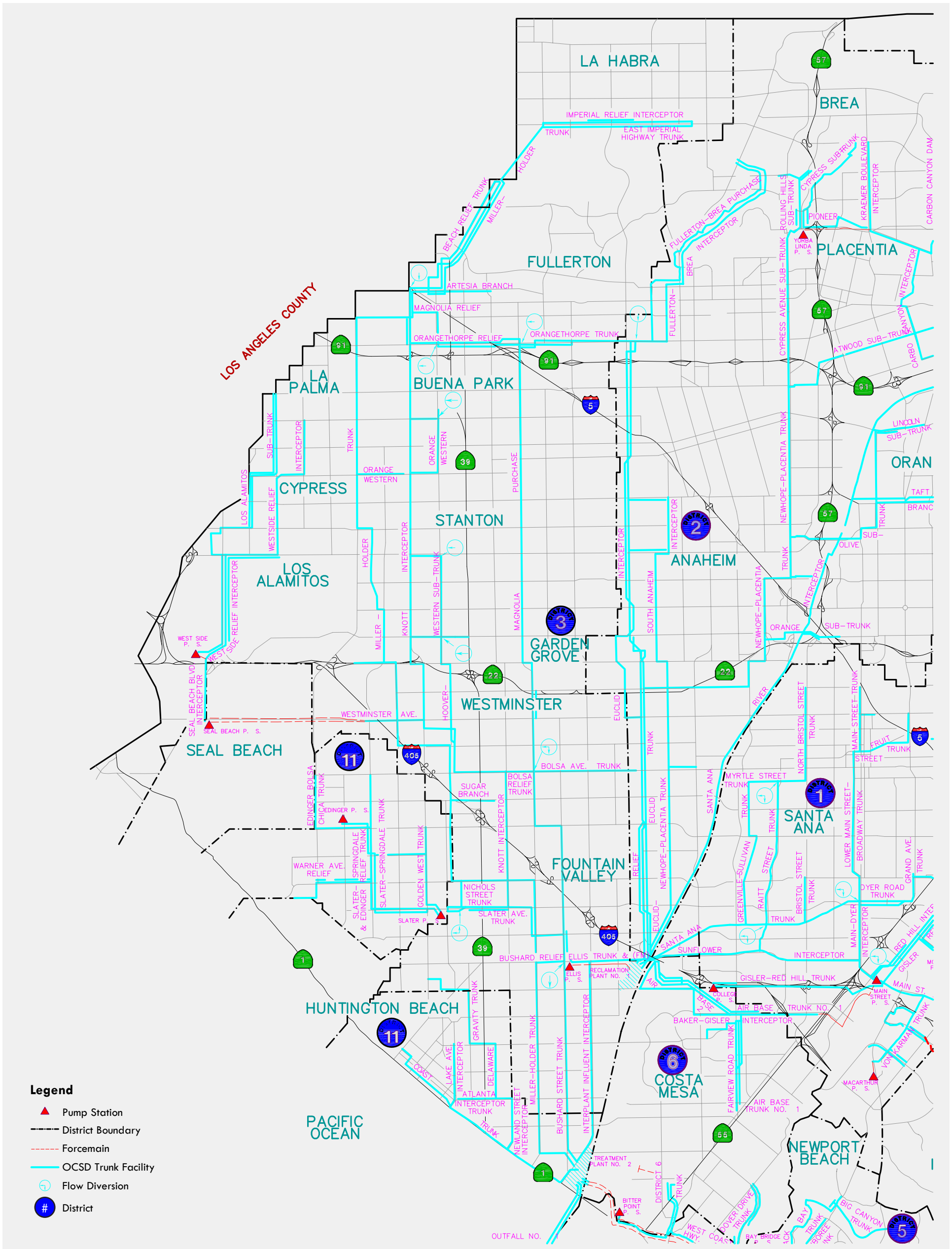
Legend

- Sewer Manhole
- City Sewer Pipe
- OCSD Trunk Sewer
- City Boundary
- Drainage Area 1
- Drainage Area 2
- Drainage Area 3
- Drainage Area 4
- Drainage Area 5

Source: AKM, July, 2005; City of La Habra Master Sewer Plan.

Feet
0 1500 3000

Figure 3.2-1



City of La Habra
GENERAL PLAN

CITY of LA HABRA
General Plan Update

ORANGE COUNTY SANITATION DISTRICT EXISTING FACILITIES

Source: AKM, July, 2005; City of La Habra Master Sewer Plan.

Not to Scale

Figure 3.2-2

WATER CONSERVATION PROJECTS ACT

California's requirements for water conservation are codified in the Water Conservation Projects Act of 1985 (Water Code Sections 11950–11954), as reflected below:

> 11952(a). It is the intent of the Legislature in enacting this chapter to encourage local agencies and private enterprise to implement potential water conservation and reclamation projects.

REGIONAL

REGIONAL WATER QUALITY CONTROL BOARD NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM

Under the Regional Water Quality Control Board (RWQCB) NPDES, all existing and future municipal and industrial discharges to surface waters within the City of La Habra are subject to regulations. NPDES permits are required for operators of municipal separate storm sewer systems (MS4s), construction projects, and industrial facilities. These permits contain limits on the amount of pollutants that can be contained in each facility's discharge.

The United States Environmental Protection Agency's (USEPA) capacity, management, operations, and maintenance regulations are proposed to be adopted by the RWQCB, affecting La Habra's capacity, management, operations, and maintenance of wastewater facilities. Future waste discharge requirements will have greater emphasis on the control of fats, oils, and grease (FOG) in the City's waste discharge. As part of the regulations, the RWQCB may require the City to complete a sewer system management plan that would address emergency spill response, preventative maintenance program, establish legal authority, and FOG mitigation measures.

SANTA ANA REGIONAL WATER QUALITY CONTROL BOARD GENERAL WASTE DISCHARGE REQUIREMENTS, ORDER NO. R8-2002-0014

The City of La Habra completed a FOG Characterization Study in April 2005. The purpose of the study was to provide key information and program recommendations for the development of a FOG Control Program to prevent FOG-related sanitary sewer overflows as required by the Santa Ana Regional Water Quality Control Board (SARWQCB) General Waste Discharge Requirements (WDR), Order No. R8-2002-0014.

LOCAL

CITY OF LA HABRA GENERAL PLAN 2020 NATURAL ENVIRONMENT ELEMENT

The Natural Environment Element of the General Plan is designed to preserve, maintain, and properly use natural resources to enhance the environmental quality and to protect the public health, safety, and welfare of the community through effective management. The following goal, policy, and programs are related to sewer services for the City of La Habra.

- Goal: To provide an adequate water supply to meet the needs of the residents and to assure proper facilities exist to properly deal with wastewater and its treatment.
  - Policy: To assure the existence of adequate facilities for wastewater treatment.
    - Program: Cooperate with the Orange County Sanitation District to provide future treatment options, appropriate local and trunk collection facilities, and treatment at remote sites.
    - Program: Enforce the mitigation measures identified in the Sewer Master Plan of the City of La Habra 1978.

CITY OF LA HABRA MUNICIPAL CODE

The City of La Habra Municipal Code Title 13 (Public Services) contains regulations associated with stormwater and urban runoff management. Chapter 13.04 establishes the requirements for new construction to connect to the City's existing system including permits and minimum pipe sizing. Chapter 13.10 sets forth the requirements for maintenance and repair as well as restrictions of deposit such that the discharge of storm drain discharge, ground water discharge, toxic or malodorous gases, or materials are prohibited.

Chapter 13.11 (FOG Control Regulations Applicable to Food Service Establishments [FSE]) addresses the discharge of FOGs in order to comply with federal, state, and local policies regarding sanitary sewer overflows (SSOs) and to allow the City to meet applicable standards and provisions for the regulations of wastewater or waste containing FOG discharges to the sewer facilities. This program requires all new and remodeled FSEs to install and maintain grease interceptors at their facilities. Existing FSEs are routinely inspected to evaluate the effectiveness of their grease control measures. Chapter 13.11.090 requires the implementation of Best Management Practices (BMPs) to remove FOG from the waste stream entering the sewer collection system. These requirements are essential in minimizing the buildup of grease in the sewer collection system and reducing the hot spot maintenance. The La Habra collection system has fifty-one "hot spots." These are areas of the system with reoccurring problems that require frequent root cutting and cleaning due to grease.

Existing Conditions

The City of La Habra is an urban community with primarily existing residential, commercial, and industrial land uses. The total number of housing units in 2010 was 19,924 with a 1.5 percent homeowner vacancy rate and a 6.2 percent rental vacancy rate.[2] The total acreage within the City limits is approximately 4,718 acres. An additional 37 acres (or approximately 30 percent) of the total 126 acres of County lands are served by the City's sewer system, making the total service area at present no greater than approximately 4,755 acres.

SEWER MASTER PLAN

In 2005, the City prepared a Sewer Master Plan, which derived average wastewater flows based on land uses and the corresponding unit flow factors. Table 3.2-1 (Wastewater Generated from Existing General Plan Land Uses) shows the amount of wastewater generated by land use in the City per year. The developed flow factors for non-residential uses are shown in Table 3.2-1 in units of gallons per day per

[2] U.S. Census Bureau, American FactFinder, Fact Sheet: La Habra city, California, 2010.

acre (gpd/Ac). Residential unit flow factors were developed in units of gallons per day per dwelling unit (gpd/du) based on representative densities.

Table 3.2-1 Wastewater Generated from Existing General Plan Land Uses

Land Use[a]	*Wastewater Generation Rates*[b]	*Existing Uses*	
		Units[c]	*Wastewater Generated (gal/day)*
Residential			
Single Family[d]	300 gal/day/du	12,369 du	3,710,700
Medium Density Multi-Family[e]	240 gal/day/du	1,362 du	362,880
High Density Multi-Family[f]	190 gal/day/du	5,508 du	1,046,520
Mobile Home	240 gal/day/du	734 du	177,600
Other Land Uses			
Commercial	1,925 gpd/ac	439.9 ac	846,807
Light Industrial	2,140 gpd/ac	405.3 ac	867,342
La Habra Specific Plan	1,925 gpd/ac	137.4 ac	264,495
Open Space	200 gpd/ac	219.5 ac	43,900
School	640 gpd/ac	323.4 ac	206,976
Total		**—**	***7,527,220***

SOURCES: City of La Habra, *Sewer Master Plan* (July 2005);
California Department of Finance, *E-5 City/County Population and Housing Estimates* (January 1, 2010).

gal = gallon; du = dwelling unit; ac=acre

a. Land Uses taken from the 2005 City of La Habra Sewer Master Plan.

b. Generation Rates taken from the 2005 City of La Habra Sewer Master Plan.

c. Residential dwelling units estimated from the California Department of Finance E-5 City/County Population and Housing Estimates, 1/1/2010. Other Land Uses acreage taken from the 2005 City of La Habra Sewer Master Plan

d. Includes R1a (Rural Density Single Family); R1b (Low Density Single Family); R1c (Low Density Single Family)

e. Includes R2 (Medium Density Single Family)

f. Includes R3 (High Density Multi-Family); R4 (High Density Multi-Family)

The Sewer Master Plan evaluated the City's sewer collection system to provide a framework for undertaking the construction of new and replacement facilities in an efficient and cost effective manner. The Master Plan included methodology for estimating wastewater design flows and minimum design standards for the collection system pipes, pump stations, and force mains. Collection system design standards include minimum pipe size, minimum flow velocity, and depth-of-flow-to-pipe-diameter ratio (d/D). Pump station criteria includes the capacity and number of pumps, wet well and force main sizes, redundancy, emergency power, and remote monitoring capabilities, as well as safety and regulatory agency requirements.

The 2005 Master Plan included a review of the City's existing sewer system to determine if any deficiencies exist. It found that 20,133 feet was capacity deficient, which comprises approximately three percent of the total system length. The Master Plan also reviewed the City's closed circuit television (CCTV) sewer monitoring program. In the Master Plan study, inspection reports for 85 percent

of the system (563,279 feet) were reviewed and the video tapes for 204 reaches (62,033 feet) were watched in detail. The most prevalent problems observed were structural defects such as broken pipes, holes in pipes, joint offsets, cracks, and sags. Also, roots were present in some areas. Infiltration, corrosion, and mineral deposits were less prevalent throughout the City. Approximately 12 percent of the inspected sewer reaches were reported without any deficiencies (severity rating value = 0) and low severity ratings resulted for approximately 80 percent of the inspected sewers.

There were a total of 76 sanitary sewer overflow spills responded to by the City of La Habra crews between March 2000 and June 2005. The condition deficiencies were prioritized based upon the consideration of the health and safety of the public and protection of the environment by minimizing the possibility of sanitary sewer overflows. Any deficiency that was thought to cause exfiltration into the surrounding soil or may cause a blockage in the sewer and ultimately a sewer overflow was considered a high priority.

MASTER PLAN RECOMMENDATIONS

Maintenance

To address the above-mentioned deficiencies, the Master Plan recommended improvements to the ongoing maintenance programs as well as a Capital Improvement Program (CIP)—Section 7—to repair or replace deficient portions of the system. The City annually cleans all pipes 15 inches and smaller. Hot spots, including siphons, are cleaned on a three month or six month schedule. At present on an average day, the City has a two-person crew that tends to the sewer collection system maintenance. The larger 18- to 24-inch-diameter sewers are typically cleaned every five years by the Orange County Sanitation District (OCSD); however, it is the goal of City staff to attempt to have the 18- to 24-inch-diameter sewers cleaned every other year.

With a total system length of approximately 663,000 feet of pipe, this is equivalent to an average of 12,750 feet per week or 2,550 feet per day during a full workweek. At an average rate of 2,550 feet per day, the entire system can be cleaned in one year, if needed.

Capital Improvement Program

According to the 2005 Sewer Master Plan, the primary goal of the CIP is to provide the City of La Habra with a long-range planning tool for implementing its sewer infrastructure improvements in an orderly manner and a basis for financing of these improvements. To accomplish this goal, the program is phased based upon the implementation cost of the facilities, the quantity of work the City can reasonably administer each year, and the funds available for these projects. Each reach was assigned a relative severity rating in order to prioritize the sewers and incorporate them into the CIP. The following are general descriptions of the severity categories:

- **Severity 1**—These sewers will require the most immediate attention. They have multiple severe structural deficiencies that are thought to be existing or future causes of exfiltration or blockages. The deficiencies include collapsed pipe, deformed pipe, hole in pipe, broken pipe, severe offset joint, open cracks, and multiple cracks.
- **Severity 2**—These sewers also have severe structural deficiencies, but to a lesser degree than Severity 1 pipes. It is possible that the defects may cause existing or future exfiltration or blockages. Structural deficiencies include broken pipe, hole in pipe, offset joints, open cracks, and multiple cracks.

- **Severity 3**—These sewers have multiple cracks and one or more severe joint offsets. The offset joint may be a cause of exfiltration into the surrounding soil.
- **Severity 4**—These sewers have multiple cracks and one or more moderate joint offsets. The offset joints may be a cause of exfiltration into the surrounding soil.
- **Severity 5**—These sewers have some cracks and one or more hole in the pipe. Depending on the location of the hole in the pipe, exfiltration is possible.
- **Severity 6**—These sewers have some open cracks and multiple cracks.
- **Severity 7**—These sewers have open cracks and multiple cracks to a lesser degree than Severity 6 sewers.
- **Severity 8**—These sewers have open cracks and multiple cracks to a lesser degree than Severity 7 sewers.
- **Severity 9**—The primary structural problem in these sewers are sags.
- **Severity 10**—These sewers essentially are free of structural deficiencies and require no action at this time.

The projects were then prioritized as follows:[3]

- **1**—Facilities with existing dry weather capacity deficiencies that were verified in the field (Project 1).
- **2**—Diversion or replacement facilities that would alleviate capacity deficiencies that might occur during wet weather events (Projects 2 and 3).
- **3**—Facilities with severe structural damage (Severity 1, Projects 4 through 31). These structural deficiencies are believed to be severe enough that leakage may be occurring from the sewer collection system into surrounding soils. Sewers identified with capacity deficiencies were incorporated into the projects if located in the same vicinity.
- **4**—Facilities with severe structural damage (Severity 2 through 3, Projects 32 through 99). These structural deficiencies are less severe than the first priority, but exfiltration is still a possibility. Sewers identified with capacity deficiencies were incorporated into the projects if located in the same vicinity.
- **5**—Facilities identified with structural problems (primarily sags), in which remediation may eliminate one of the City's "hot spots" (Projects 100 through 105).
- **6**—Facilities that have shown calculated capacity deficiencies but are currently adequate. Flow monitoring is recommended prior to project implementation. When the measured peak flows exceed the pipe capacity (d/D = 0.60 under peak dry weather conditions), the projects should be reprioritized.
- **7**—Facilities with moderate structural damage (Severity 4 and 5). These structural deficiencies are significant enough to require remedial action.

When segments of sewers with lower priorities are located in the same vicinity as a higher priority project, an exception is made to include these lower priority sewers in that project to provide a more economically feasible CIP.

[3] For a description of the specific priority projects listed (i.e., 4 through 31, 32 through 99, and 100 through 105), see the City's 2005 Sewer Master Plan, Section 7.0, Capital Improvement Program.

Since the adoption of the 2005 Master Plan, the entire sewer infrastructure having a rating of Severity 1 for severe structural damage has been addressed. Most of the infrastructure rated with a Severity 2 have been either replaced or relined in addressing its deficiencies or capacity levels.

Future Conditions

The City continues in its damage assessment and implementation of the 2005 Sewer Master Plan CIP in addressing any and all the remediation/capacity issues identified for the lower severity categories within the sewer distribution system. No deficiency issues within the sewer distribution system have been reported in recent years.

Issues/Implications

- The City plans on CCTV inspecting all sewers in the collection system—at a minimum—every five years.
- Trouble areas should be videotaped before and after each cleaning. This schedule can be adjusted as the Sewer System Rehabilitation Plan—required by Order No. R8-2002-0014—is implemented.
- Because the City of La Habra does not own or operate a wastewater treatment facility, the usage of recycled water within the service area is impractical.
- La Habra recognizes the potential uses of recycled water in its community for things like landscape irrigation, parks, industrial and other uses; however, the Orange County Water District (OCWD) does not have the recycled water infrastructure to support the use of recycled water.

References

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U.S. Census Bureau, American FactFinder, Fact Sheet: La Habra city, California, 2010.

3.3 STORMWATER/DRAINAGE

Introduction and Background

This section describes general drainage areas and patterns, stormwater facilities, and conveyance in the City of La Habra planning area. Information for this section was obtained from county and local resources such as Orange County Flood Control District (OCFCD) and City of La Habra Storm Water Master Plan (1992). It should be noted that at the time of drafting this Technical Background Report, the City of La Habra was in the planning stages of updating the Storm Water Master Plan. As a result, the best available comprehensive resource on stormwater was the 1992 Sewer Master Plan information. Refer to Section 7.1 (Natural Hazards, Flooding/Dam Inundation) for additional information on local surface water bodies and flooding hazards within the planning area.

The City of La Habra is situated within the Southern Coastal Hydrologic Study Area as defined by the State Department of Water Resources (DWR). The general pattern of drainage flow in the City is from the north and south towards the center of the City until it reaches the channels and creeks, which then collect and transport the surface water flows in westerly and southwesterly directions. The local topography consists of a gentle rolling terrain with elevations varying from 560 feet above sea level in the northeast corner to 200 feet above sea level in the southwest corner of the City.

La Mirada Creek and Coyote Creek are the two major drainage channels that collect and convey surface water through the City. La Mirada Creek and Coyote Creek, in addition to the Imperial Channel, are also major flood control facilities within La Habra (see Figure 7.1-8 [Flood Hazards and Flood Control Channels]). These facilities' locations and directional flows are described below:

- La Mirada Creek (OCFCD Facility No. A08) is an earthen channel that intersects La Habra and flows southwest from the northern La Habra City limits, just west of Hacienda Road to the City limits of La Habra and Whittier, just south of La Habra Boulevard and north of Stanton Avenue.
- Coyote Creek (OCFCD Facility No. A01) has three forks—north, central, and southern—within the City and generally flows west and south through La Habra to the Los Angeles County line. Each fork of Coyote Creek combines sections of concrete lined channels, earthen channels, and underground pipelines. Coyote Creek's southern fork is typically referred to as the Imperial Channel (see description below). Coyote Creek's central fork enters as a concrete lined channel from the City of Brea in the northeastern corner of the City. From there, it flows south transitioning into an underground pipeline paralleling Palm Street, then swings west generally as a concrete lined channel following Lambert Road until just west of Monte Vista Street at Lambert Road where it becomes an earthen channel flowing southwest, crossing Idaho Street. Coyote Creek's north fork enters the City at Idaho Street from the City of La Habra Heights as an earthen channel and generally flows south paralleling Idaho Street to the west. It then transitions into a concrete channel, then an underground pipeline, back to an earthen channel, and continues to transition between the three types of channels crossing under La Habra Boulevard and the Union Pacific Railroad until it converges north-easterly of Beach Boulevard and Imperial Highway with Coyote Creek's central and southern forks. Coyote Creek then flows as a pipeline under Beach Boulevard and continues as a concrete lined channel southwesterly adjacent to Beach Boulevard, exiting into the City of La Mirada.

- Imperial Channel (OCFCD Facility No. A07), or Coyote Creek's southern fork, enters the City as an earthen channel east of Harbor Boulevard south of Imperial Highway and then flows west parallel to Imperial Highway as a concrete lined channel until just past Walnut Street where it transitions into an underground pipeline. From there, the pipeline flows to the northwest, crossing under Imperial Highway and Idaho Street where it then transitions back to an earthen channel to its confluence with Coyote Creek's north and central forks north-easterly of Beach Boulevard and Imperial Highway.

Regulatory Framework

FEDERAL

CLEAN WATER ACT

The Clean Water Act (CWA) was designed to restore and maintain the chemical, physical, and biological integrity of the Nation's waters. The CWA also directs states to establish water quality standards for all "waters of the United States" and to review and update such standards on a triennial basis. Other provisions of the CWA related to basin planning include Section 208, which authorizes the preparation of waste treatment management plans, and Section 319, which mandates specific actions for the control of pollution from nonpoint sources. The U.S. Environmental Protection Agency (USEPA) has delegated responsibility for implementation of portions of the CWA to the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB), including water quality control planning and control programs such as the National Pollutant Discharge Elimination System (NPDES) Program.

Section 303 of the CWA requires states to adopt water quality standards for all surface water of the United States. Section 304(a) requires the USEPA to publish water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. Water quality standards are typically numeric, although narrative criteria based upon biomonitoring methods may be employed where numerical standards cannot be established or where they are needed to supplement numerical standards.

Section 303(c)(2)(b) of the CWA requires states to adopt numerical water quality standards for toxic pollutants for which USEPA has published water quality criteria and which reasonably could be expected to interfere with designated uses in a water body.

All projects resulting in discharges—whether to land or water—are subject to Section 13263 of the California Water Code and are required to obtain approval of Waste Discharge Requirements (WDRs) by the RWQCBs. Land and groundwater-related WDRs (i.e., non-NPDES WDRs) regulate discharges of privately or publicly treated domestic wastewater and process and wash-down wastewater. WDRs for discharges to surface waters also serve as NPDES permits, which are further described below.

Proposed development projects within the City are subject to CWA stipulations at the appropriate level of government. The City is responsible for assuring that new developments are in compliance with the CWA and associated water quality standards.

STATE

PORTER-COLOGNE WATER QUALITY CONTROL ACT

The Porter-Cologne Water Quality Control Act establishes the SWRCB and each RWQCB as the principal state agencies for coordinating and controlling water quality in California. Specifically, the Porter-Cologne Water Quality Control Act authorizes the SWRCB to adopt, review, and revise policies for all waters of the state (including both surface and groundwater) and directs the RWQCB's to develop regional Basin Plans.

STATE WATER RESOURCES CONTROL BOARD

The SWRCB was established through the California Porter-Cologne Water Quality Act of 1969 and is the primary state agency responsible for Water Quality Control Plans (WQCP) in California. California is authorized to administer key components of the federal water quality management program in the state. The California Water Code (CWC) establishes nine administrative areas in the state, which are administered by RWQCB's. Each Board adopts a WQCP for its respective region. The City of La Habra is located in Region 8 (Santa Ana).

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMITS

The SWRCB has adopted a statewide Construction General Permit (Order No. 2009-009-DWQ) for stormwater discharges associated with construction activity. These regulations prohibit the discharge of stormwater from construction projects that include one acre or more of soil disturbance. Construction activities subject to this permit include clearing, grading, and other disturbance to the ground such as stockpiling or excavation that results in soil disturbance of at least one acre of total land area. Because construction on project sites within the City could occur over an area greater than one acre, individual developers would be required to submit a Notice of Intent (NOI) to the SWRCB for coverage under the NPDES permit and would be obligated to comply with its requirements.

The NPDES Construction General Permit requires all dischargers to (1) develop and implement a Stormwater Pollution Prevention Plan (SWPPP), which specifies Best Management Practices (BMP) to be used during construction of the project; (2) eliminate or reduce nonstormwater discharge to stormwater conveyance systems; and (3) develop and implement a monitoring program of all BMPs specified. The two major objectives of the SWPPP are to (1) help identify the sources of sediment and other pollutants that affect the water quality of stormwater discharges and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as non-stormwater discharges.

REGIONAL

SANTA ANA RIVER BASIN (BASIN PLAN)

Existing water quality issues have been identified in the watershed planning process and are incorporated in the WQCP for the Santa Ana River Basin (Basin Plan). The Basin Plan establishes water quality standards for all the ground and surface waters of the region and specifies water quality objectives intended to protect those uses. The Basin Plan also specifies an implementation plan describing actions that are necessary to achieve and maintain water quality standards and regulates

waste discharges to minimize and control the effects. Dischargers must comply with the water quality standards contained in the Basin Plan.

ORANGE COUNTY DRAINAGE AREA MANAGEMENT PLAN (DAMP)

The purpose of the Drainage Area Management Plan (DAMP) is to satisfy NPDES permit conditions for creating and implementing an Urban Runoff Management Program to reduce pollutant discharges to the maximum extent practicable (MEP). The DAMP contains guidance on both structural and nonstructural BMPs for meeting these goals. The DAMP identifies activities required to implement the following six minimum control measures required under the Municipal Permit: public outreach, public involvement, illicit discharge detection and elimination, construction site runoff, existing development, new development and redevelopment, and municipal operations.

In order to ensure that construction sites implement the appropriate pollution control measures, the 2003 DAMP details recommended BMPs to be applied to new development and significant redevelopment in Orange County. Projects are identified as either priority projects or nonpriority projects. Priority projects include, but are not limited to, all significant redevelopment projects of 5,000 square feet (sf) or more of impervious surface on a developed site; new development projects that create 10,000 sf or more of impervious surface (collectively over the entire project site) including commercial, industrial, residential housing subdivisions (i.e., detached single family home subdivisions, multi-family attached subdivisions [town homes], condominiums, apartments, etc.), and mixed-use; and public projects. This category includes development projects on public or private land, which fall under the planning and building authority of the permittees; automotive repair shops (with Standard Industrial Classification [SIC] codes 5013, 5014, 5541, 7532-7534, 7536-7539); restaurants where the land area of development is 5,000 sf or more; all hillside developments on 5,000 sf or more, which are located on areas with known erosive soil conditions or where the natural slope is 25 percent or more; developments of 2,500 sf of impervious surface or more, adjacent to (within 200 feet) or discharging directly into environmentally sensitive areas, such as areas designated in the Ocean Plan as Areas of Special Biological Significance or waterbodies listed on the Clean Water Act (CWA) Section 303(d) list of impaired waters; parking lots of 5,000 sf or more of impervious surface exposed to storm water; streets, roads, highways and freeways of 5,000 sf or more of paved surface; and retail gasoline outlets of 5,000 sf or more with a projected average daily traffic of 100 or more vehicles per day.

Projects participating in a regional or watershed program will also implement source control BMPs and site design BMPs consistent with the requirements of the approved regional or watershed-based plan. The combination of source control, site design, and treatment control BMPs or regional or watershed-based programs must adequately address all identified pollutants and hydrologic conditions of concern. These regulations are designed to ensure that stormwater quality management is considered during a project's planning phase, implemented during construction, and maintained for the life of the project.

Routine structural BMPs may function either to minimize the introduction of pollutants into the drainage system or to remove pollutants from the drainage system. Appropriate residential nonstructural BMPs listed in the DAMP that may be used on site to control typical runoff pollutants include homeowner/tenant education, activity restrictions, common area landscape management, BMP maintenance, common area litter and animal waste control, catch basin inspection, employee training, private street/lot sweeping, smart irrigation controllers to avoid over-watering, use of native drought-tolerant landscaping, and designated car washing location on site. BMPs can serve to address bacterial

contaminants in addition to other contaminants, although there are no water quality standards set for bacteria levels. Applicable structural and nonstructural BMPs implemented on the site for source control and pollution prevention to minimize the introduction of pollutants into the drainage system depend on the ultimate configuration of the proposed land use.

LOCAL

CITY OF LA HABRA GENERAL PLAN 2020 HEALTH AND SAFETY ELEMENT

The Health and Safety Element of the General Plan is designed to minimize the exposure of La Habra residents to hazards. The following goal, policy, and programs are related to stormwater drainage for the City of La Habra.

- Goal: Provide a safe and healthful environment for the La Habra Community.
  - Policy: To be prepared to assist the community before, during, and after a geological or other natural and/or man-made hazardous event.
    - Program: Adopt, maintain and implement the necessary federal, state, and local laws, standards, and guidelines to protect the human resources and built environment of the community from seismic hazards, poor soils, flooding and drainage problems.
    - Program: Continue to participate in the National Flood Insurance Program and practices of flood plain management in accordance with federal Guidelines.
    - Program: Require needed storm drainage for the City to accept runoff from a 100-year storm without overload.

CITY OF LA HABRA MUNICIPAL CODE, TITLE 13 (PUBLIC SAFETY), CHAPTER 13.24 (WATER QUALITY ORDINANCE)

The City of La Habra Municipal Code Chapter 13.24 contains regulations associated with stormwater and urban runoff management. Permits are required for any alterations or connections to the existing sewage system and for industrial waste dischargers. In Chapter 13.24, Section 13.24.020 (Prohibition on Illicit Connections and Prohibited Discharges) includes requirements that prohibit illicit connections and discharges to the storm drain system. Section 13.24.030 (Control of Urban Runoff) sets forth requirements that all new development comply with the provisions of the DAMP and that new development prepare a Water Quality Management Plan (WQMP) to be reviewed by the community development group (i.e., the Building, Planning, and/or Engineering Divisions of the City). Additionally, Section 13.24.030 states that the community development group may impose terms, conditions, and requirements on the project beyond the requirements of the DAMP to protect water quality and control urban runoff.

Existing Conditions

Stormwater originates and flows through the La Habra planning area, or approximately 4,844 acres of land within the City limits (4,718 acres) and sphere of influence (six Orange County islands areas totaling 126 acres). Refer to Figure 1-2 (Planning Area) in the Introduction of this Technical Background Report for an illustration of the planning area and sphere of influence. In addition, a large portion of the stormwater flowing through the City originates in the cities of La Habra Heights and Brea, as well as unincorporated portions of Los Angeles and Orange counties. Drainage from the City and these areas

flows to the major flood control facilities of La Mirada Creek, Coyote Creek, and Imperial Channel, as shown in Figure 3.3-1 (Off-Site Drainage Map).[1]

The majority of the flow within the City is conveyed to storm drains flowing from north to south in the City's major streets to the Coyote Creek Channel. The OCFCD is responsible for the design, construction, operation, and maintenance of regional flood control facilities, including those of Coyote Creek and the Imperial Channel. The County flood channels are maintained annually by OCFCD, and maintenance includes debris and vegetation removal. Several of the larger storm drains within the City were constructed by the OCFCD and transferred to the City, while smaller facilities were either constructed by the City or exist as the result of developer improvements.

CITY OF LA HABRA STORM WATER MASTER PLAN

The City's 1992 Storm Water Master Plan identifies existing drainage deficient areas subject to flooding, recommends drainage facilities to reduce or eliminate these deficiencies, and presents cost estimates and alternative methods of financing the recommended drainage facilities.

The Storm Water Master Plan divided the City of La Habra into 17 drainage areas. Each area has at least one major drainage system, which is defined as a mainline storm drain with at least one lateral outletting into a regional flood control facility. Figure 3.3-2 (Existing Facilities Map)[2] illustrates the drainage areas in the City. Based on the studies and investigations conducted for the Master Plan, it was determined that several of the existing storm drains and Coyote Creek north of La Habra Boulevard have inadequate capacity to convey the runoff produced by a 25-year design storm event. Twenty-nine new drainage facilities were recommended consisting of extensions to older existing storm drains, parallel storm drains, or replacement of older existing systems. Improvements to Coyote Creek were also recommended in the Master Plan. Each facility was categorized into one of three priorities:

- Priority 1: Project of Immediate Nature (needed for safety or protection of property)
- Priority 2: Medium Range Projects (projects that are not a threat to safety or property)
- Priority 3: Long Range Projects (nice, but not absolutely necessary)

The three items that were considered in the formulation of the priority list included (1) severity of potential damage to public and private property due to flooding, (2) the need to keep open selected arterial highways for emergency access during flood periods, and (3) availability of outside funding.

To-date, seven of the 29 City projects have been completed including Cypress Street Improvements, Bishop Channel Improvements, Coyote Creek Improvements at the east City Boundary, Costco Storm Drain, La Plaza Channel adjacent to La Bonita Park, Pinehurst Avenue and Orange Street, and east of Idaho Street from Schoolwood Drive to Imperial Highway.

[1] Note that figure is of poor legible quality from the original 1992 Storm Water Master Plan document.
[2] Note that figure is of poor legible quality from the original 1992 Storm Water Master Plan document.

City of La Habra

GENERAL PLAN

CITY of LA HABRA
General Plan Update

OFF-SITE DRAINAGE MAP

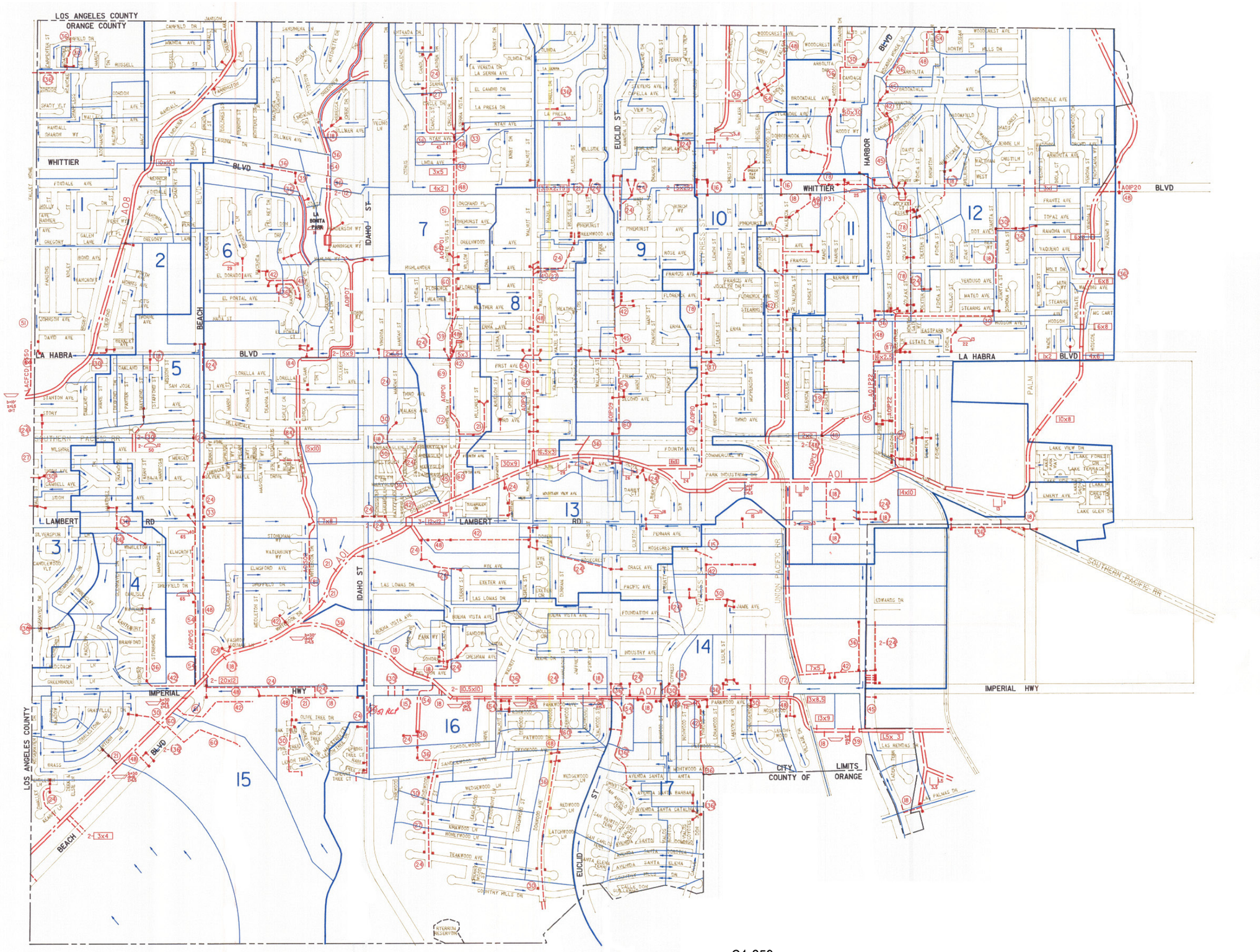
Legend

- Total Runoff (cfs)
- 150 / 200 — 25 Year / 100 Year
- Drainage Area Boundary
- Subarea Boundary
- City Boundary
- Stream
- 103 / 203 — Node Number / Total Tributary Area
- Area Boundary

Source: City of La Habra, Storm Water Master Plan, Willdam Associates, 1992.

SCALE: 1" = 1000'

Figure 3.3-1



City of La Habra

GENERAL PLAN

CITY of LA HABRA
General Plan Update

EXISTING FACILITIES MAP

Legend

- Flow Direction
- La Habra Corporate Boundary
- Drainage Area Boundary
- Subarea Boundary
- Existing Natural Channel
- Existing Storm Drain
- Existing Reinforced Concrete Channel or Box
- 2 — Drainage Area Designation
- Q_c — Reinforce Concrete Pipe (inches) C-County Facility
- Corrugated Metal Pipe (Inches)
- d / b — Corrugated Metal Pipe Arch. Base X Depth (Inches)
- bxd — Reinforced Concrete Box Culvert Barrels Base X Depth (inches)
- b= / d= / z= — Trapezoidal Channel Ease (b) Depth (d)(FT) Slope (Ratio2)
- d / b o — Vertical Wall Channel Base X Depth (FT) C-County Facility

Source: City of La Habra, Storm Water Master Plan, Willdam Associates, 1992.

SCALE: 1" = 600'

Figure 3.3-2

Future Conditions

Runoff during storm events is part of the natural hydrologic cycle; however, activities such as construction and development can impact stormwater runoff. Federal, state, and local regulatory management agencies have begun to place emphasis on preventing pollution at the source and implementing treatment of polluted runoff to prevent degradation of water resources. As previously discussed, management strategies known as BMPs are often implemented to provide treatment of runoff in order to eliminate or reduce the discharge of pollutants.

La Habra is a co-permittee of the Orange County DAMP, which requires appropriate actions to reduce discharges of pollutants and runoff during each of the three major phases of urban development—planning, construction, and operation. Future development projects can create long term, post-construction impacts from stormwater runoff depending upon associated land use and other characteristics of the project. Impervious surfaces such as streets, rooftops, and parking lots prevent infiltration and increase the rate and volume of stormwater runoff. Post-construction measures under the Orange County DAMP require the co-permittees to implement structural and nonstructural BMPs that would mimic pre-development quantity and quality runoff conditions from new development.

There are several management strategies that can be included in future site planning and design that can significantly reduce pollutant concentrations in stormwater (e.g., infiltration and biofilters). Several other post-construction water quality BMPs can be incorporated in future site design and operations (e.g., roof drains, rain gardens, minimum required street widths, curb and gutter systems for street sweeping or no curbs and gutters for roadside swales, public education, installation of pet waste stations, and proprietary structural devices).

It is anticipated that recommendations regarding La Habra's existing drainage facilities—including sizing, design, deficiencies, cost estimates, and financing—would occur as part of the City's Storm Water Master Plan update process. Future improvements to existing storm water facilities (e.g., underground pipelines, natural channels, and concrete open channels) should be planned to meet existing and projected needs for storm drainage from initial concentration points to the downstream confluence with regional flood control facilities.

Issues/Implications

- The existing storm drainage channels were originally designed to accommodate 65 percent of the 25-year flood event (or less). The channels were built with restrictive channel bottoms, which reduce the amount of water the channel could carry and slow the flow rate of runoff water.
- At present, the County operates under 100-year flood event standards for new storm drain construction and drainage improvements, and portions of the channels have been improved to accommodate up to a 100-year storm event.
- Additional runoff generated by developments constructed subsequent to the design and construction of the 25-year flood event facilities has left them insufficient to convey the new discharges with standard design margins of safety.

- Older culverts and many of the storm drain facilities have inadequate capacity to convey discharges determined by contemporary hydrologic analyses, and therefore, need to be redesigned to meet the latest standards.
- Increased runoff from future development can result in downstream erosion and flooding. At present, there is an increasing recognition of the need to regulate the runoff and quality of water in and from a watershed so that the runoff and quality of the water after new development is constructed is no more severe than before the new development.
- There is a need to mitigate offsite and downstream flooding often caused by undersized facilities incapable of accommodating the additional runoff of development.
- Identifying a revenue source to repair aging and undersized stormwater facilities will be a challenge to address.

References

La Habra, City of. A Brief History of La Habra. http://www.ci.la-habra.ca.us/article.cfm?id=78 (accessed February 25, 2011).

———. *General Plan 2020 Environmental Management Plan, Health and Safety Background Report*, July 31, 1990.

———. *La Habra Municipal Code*. http://qcode.us/codes/lahabra/ (accessed February 25, 2011).

Wildan Associates. *City of La Habra Storm Water Master Plan*, January 1992.

3.4 ENERGY

Introduction and Background

This section identifies the existing agencies providing electricity and natural gas service to the City of La Habra planning area. The location of these facilities, the respective transmission corridors, and the regulatory setting for each service are described. Information for this section was primarily obtained from the Southern California Edison Company (SCE), the Southern California Gas Company (SCGC), and the City of La Habra General Plan 2020.

The 2005 Integrated Energy Policy Report prepared by the California Energy Commission (CEC) summarizes California's electrical and natural gas supplies. Despite improvements in power plant licensing, highly successful energy efficiency programs, and continued technological advances, development of new energy supplies is not keeping pace with the state's increasing demands. A key constraint in providing energy is the state's electricity transmission system. Under most circumstances, the state's power grid is able to reliably deliver energy to consumers. California's electricity demand is driven by short summer peaks, such that reducing peak demand is the essential factor in adequately planning for the state's electrical needs. These peak demands include a few hours to several days each year, such that managing demand, rather than developing supplies at new power plants for this limited time, appears to be the most efficient method to meet state needs on peak days. The CEC has developed an action plan that includes increasing energy capacity in investor-owned utilities, incentives for combined heat and power projects (cogeneration), energy efficiency programs, and expansion of renewable energy programs.

ELECTRICITY

On an average day, SCE provides power to nearly 14 million people encompassing 11 counties in central, coastal, and southern California—including Orange County and the City of La Habra.[1] SCE derives its electricity from a variety of sources, as shown in Table 3.4-1 (2009 Southern California Edison Power Content). Over half of SCE's electricity comes from natural gas, with renewable resources constituting another 16 percent.

NATURAL GAS

Natural gas is a "fossil fuel"—indicating that it comes from the ground—similar to other hydrocarbons such as coal or oil. The state of California imports approximately 87 percent of its statewide natural gas supply. SCGC purchases natural gas from several bordering states and is continuously expanding its network of gas pipelines to meet the needs of new commercial and residential developments in Southern California—including Orange County and the City of La Habra. SCGC measures demand through meters and the annual "therms" utilized by costumers (Since meters measure volume and not energy content, a therm factor is used by gas companies to convert the volume of gas used to its heat equivalent, and thus calculate the actual energy use). SCGC declares itself a "reactive" utility and will

[1] Southern California Edison, SCE Home, http://www.sce.com (accessed on April 7, 2011).

provide natural gas as customers request the services. Current supplies are adequate to meet demands, although natural gas storage could be expanded to improve reliability.

Table 3.4-1 2009 Southern California Edison Power Content

Energy Resources	*SCE Power Mix (projected)*
Eligible Renewable	16%
Biomass & Waste	2%
Geothermal	9%
Small hydroelectric	1%
Solar	1%
Wind	3%
Coal	10%
Large Hydroelectric	5%
Natural Gas	51%
Nuclear	18%
Other	<1%
Total	***100%***

SOURCE: Southern California Edison, Power Content Label (2009), http://asset.sce.com/Documents/Shared/2009_q2_SCE_Power_Content_Label.pdf (accessed April 6, 2011).

Regulatory Framework

FEDERAL

FEDERAL ENERGY REGULATORY COMMISSION

The Federal Energy Regulatory Commission (FERC) duties include the regulation of the transmission and sale of electricity and natural gas in interstate commerce, licensing of hydroelectric projects, and oversight of related environmental matters.[2]

STATE

CALIFORNIA PUBLIC UTILITIES COMMISSION

The California Public Utilities Commission (CPUC) Decision 95-08-038 contains the rules for the planning and construction of new transmission facilities, distribution facilities, and substations. Decision 95-08-038 requires permits for the construction of certain power line facilities or substations if the voltages would exceed 50 kV or the substation would require the acquisition of land or an increase in voltage

[2] Federal Energy Regulatory Commission, What FERC Does, http://www.ferc.gov/about/ferc-does.asp (accessed March 14, 2007).

rating above 50 kV. Distribution lines and substations with voltages less than 50 kV need not comply with Decision 95-08-038; however, the utility must obtain any nondiscretionary local permits required for the construction and operation of these projects. Compliance with the California Environmental Quality Act (CEQA) is required for construction of facilities constructed in accordance with the Decision.

TITLE 20 AND TITLE 24, CALIFORNIA CODE OF REGULATIONS

Title 20, Public Utilities and Energy, contains the regulations related to power plant siting certification. Title 24, California Building Standards, contains the energy efficiency standards related to residential and nonresidential buildings. Title 24 standards are based, in part, on a state mandate to reduce California's energy demand.

In accordance with Figure 66473.1 of the Subdivision Map Act, Figure 19.24.110, Energy Conservation, requires subdivisions of five or more lots, other than condominium conversions, to provide for, to the extent feasible, future passive or natural heating or cooling opportunities in the subdivision. The City, by state law is responsible for implementing this requirement of the Subdivision Map Act.

LOCAL

CITY OF LA HABRA MUNICIPAL CODE

Title 15 (Building and Construction Code) of the City of La Habra Municipal Code includes Chapter 15.06 (Green Building Code), wherein the City has adopted the California Green Building Code (CALGreen), 2010 Edition, as the green building code of the City for reducing the negative impact and encouraging sustainable construction practices in the planning and design, energy efficiency, water efficiency and conservation, and environmental quality of all newly constructed buildings or structures in the City of La Habra.

Chapter 15.68 (Energy Requirements) adopts the California Energy Code, 2010 Edition, as developed by the California Energy Commission, as the energy code for the City, regulating and controlling the energy efficiency of buildings in the City of La Habra.

CITY OF LA HABRA GENERAL PLAN 2020 CONSERVATION ELEMENT

The City of La Habra's General Plan 2020 Conservation Element supports the conservation of energy use in the City of La Habra with a goal: "To create an energy efficient environment for people who live and work in La Habra." The policies and programs that support an energy efficient environment are:

- Policy—Effect reduced energy consumption with energy efficient design.
  - > Program—Effect energy efficient conservation measures into all development designs as mandated by Title 24.
  - > Program—Encourage the utilization of energy efficient landscaping design concepts to moderate building heat gain such as the use of deciduous trees on southern and western exposures to provide shade during the summer and heat during winter.
  - > Program—Encourage the utilization of energy efficient architectural design concepts which will reduce the demand for energy, including solar energy collection, building orientation, windowless walls for western exposure.

> Program—Require energy conservation street lighting for private developments. Other energy conservation measures should also be considered, including energy efficient appliance and special storage areas in or near kitchen areas for trash separation purposes for recycling.

Existing Conditions

ELECTRICITY

As mentioned previously, SCE is the primary provider of electricity to the City of La Habra.[3] SCE is a regulated electrical utility, and as such, maintains electrical facilities and infrastructure within the City and surrounding areas. SCE's electrical facilities and infrastructure provide service to the planning area under the applicable rules and tariffs approved by the CPUC. The SCE has three substations that serve the City located: (1) at the northwest corner of Lambert Road and Harbor Boulevard; (2) south of Imperial Highway, east of La Habra Hills Drive; and (3) east of Palm Street, north of Brookdale Avenue.

Currently, majority of the utility infrastructures are located above ground in the form of overhead power lines. The City receives $173,000 of funds each year from SCE to use toward undergrounding overhead utilities. Typically, the cost to underground is nearly 1 million dollars a mile. SCE allows agencies to borrow against their allocation to use toward undergrounding overhead utilities. The City has borrowed from SCE and is expected to pay off the loan in just over a year. At present, SCE has no immediate plans for expansion within the City of La Habra, as most of the City is built out. However, on an annual basis SCE assesses demand and can expand and improve existing facilities accordingly.

SCE categorizes their energy uses by rate groups. These rate groups are described below:

- **Domestic (Domestic Service).** For all residential service including lighting, heating, cooking, and power or combination thereof in a single-family accommodation; also to domestic farm service when supplied through the farm operator's domestic meter.
- **GS-1 (General Service Non-Demand).** Includes single- and three-phase general service including lighting and power, except that the customer whose monthly maximum demand, in the opinion of SCE, is expected to exceed 20 kW or has exceeded 20 kW in any three months during the preceding 12 months.
- **GS-2 (General Service—Demand).** Includes single- and three-phase general service including lighting and power customers whose monthly maximum demand registers, or in the opinion of SCE is expected to register, above 20 kW and below 200 kW.
- **TOU-GS (Time-Of-Use—General Service—Demand Metered).** Includes single- and three-phase general service including lighting and power customers whose monthly maximum demand registers, or in the opinion of SCE is expected to register, above 200 kW through 500 kW.
- **TOU-8 (Time-Of-Use—General Service—Large).** Includes general service, lighting, and power, except agricultural water pumping accounts. This Schedule is mandatory for all customers whose monthly maximum demand, in the opinion of SCE, is expected to exceed 500 kW or has exceeded 500 kW in any three months during the preceding 12 months.
- **PA-1 (Power—Agricultural and Pumping Connected Load Basis).** Includes accounts where SCE determines that 70% or more of the customer's electrical usage is for general agricultural

[3] Southern California Edison, SCE Home, http://www.sce.com (accessed on April 7, 2011).

purposes or for general water or sewerage pumping and none of any remaining electrical usage is for purposes for which a domestic schedule is applicable.

- **PA-2 (Power—Agricultural and Pumping Demand Metered).** Includes accounts where SCE determines that 70% or more of the customer's electrical usage is for general agricultural purposes or for general water or sewerage pumping and none of any remaining electrical usage is for purposes for which a domestic schedule is applicable. The Customer whose monthly Maximum Demand, in the opinion of SCE, is expected to, or has reached, 200 kW or above in any three months during the preceding 12 months shall have a Real Time Energy Meter (RTEM) or other type of interval meter installed and shall become ineligible for service under this Schedule.
- **TOU-PA-5 (Time-Of-Use Agricultural and Pumping—Demand Metered).** Includes accounts where SCE determines that: 70% or more of the customer's electrical usage is for general agricultural purposes or for general water or sewerage pumping or for oil pumping by customers with a Standard Industrial Classification (SIC) Code of 1311; none of any remaining electrical usage is for purposes for which a domestic schedule is applicable; and, the customer's account has 35 horsepower or more of total connected load or 35 kilowatts or more of Maximum Demand
- **AG TOU (Time-Of-Use Agricultural and Pumping—Demand Metered).** Includes accounts where SCE determines that: 70% or more of the customer's electrical usage is for water pumping used for agricultural purposes, except where the customer's monthly Maximum Demand, is expected to exceed 500 kW, or has exceeded 500 kW for any three months during the preceding 12 months.
- **TC-1 (Traffic Control Service).** Includes single- and three-phase service: for traffic directional signs or traffic signal systems located on streets, highways and other public thoroughfares and to railway crossing and track signals; for public thoroughfare lighting that is utilized 24 hours per day or is not controlled by switching equipment, such as tunnel or underpass lighting; and, to public authorities for the illumination of bus stop shelters located in the dedicated road right-of-way where such service is combined with other traffic control service.
- **Street Lighting (Lighting—Street and Highway Company-Owned System).** Includes service for the lighting of streets, highways, and publicly owned and publicly operated automobile parking lots which are open to the general public where SCE owns and maintains the street lighting equipment and associated facilities included under this schedule.

Table 3.4-2 (Electricity Demand Summary for January 1, 2010, to December 31, 2010) provides information on the electricity demand for the City of La Habra. The summaries provided in Table 3.4-2, are based on 12 months usage data ending December, 2010 for SCE installed service accounts within the city's boundaries.

NATURAL GAS

As mentioned previously, SCGC provides natural gas service to the City of La Habra. SCGC maintains medium pressure facilities in nearly every street of the City. Most of the major natural gas transmission pipelines in the City are owned and operated by SCGC. Gas transmission lines are located throughout La Habra, with a high-pressure gas main in the Union Pacific Railroad right-of-way, which generally traverses the City in an east-west direction.

Table 3.4-2	Electricity Demand Summary for January 1, 2010, to December 31,2010			
Rate Group	*Annual kWh*	*% of Total Usage*	*Numbers of Accounts*	*% of Total Account*
Domestic	110,796,252	42.1%	19,500	85.7%
GS-1	23,939,482	9.1%	2,527	11.1%
GS-2	55,860,460	21.2%	487	2.1%
Street Lighting	11,672,679	4.4%	123	0.5%
TC-1	264,344	0.1%	71	0.3%
TOU-8	45,209,635	17.2%	21	0.1%
TOU-Gs	15,415,466	5.9%	18	0.1%
Total	***263,158,318***	***100%***	***22,747***	***100%***

SOURCE: Southern California Edison Company, *Electricity Use Report for City of La Habra Year 2010*, (September 9, 2011).
kWh = kilowatt-hour; du = dwelling unit; ac=acre

The CPUC regulates SCGC for natural gas delivery to the City. SCGC has the capacity and resources to deliver natural gas, except in certain situations that are noted in state law. SCGC customers have the option of purchasing their natural gas from a list of natural gas suppliers. The list of approved natural gas suppliers is available on the SCGC website, which is updated periodically.[4]

Table 3.4-3 (Natural Gas Demand from Existing General Plan Land Uses) provides information on the natural gas demand for existing land uses in the City of La Habra. As shown in Table 3.4-3, 2007 was the highest demand year in the past five years, with SCGC supplying 10,040,760 therms to City customers.

SCGC has indicated that an adequate supply of natural gas is currently available to serve additional development in La Habra. As development occurs, SCGC will continue to extend its service to accommodate development and supply the necessary gas lines. SCGC does not base its service levels on the demands of the City; rather it makes periodic upgrades to provide service for particular projects and new development. The natural gas consumption of new development in the City can be estimated only after building sizes and fuel requirements of gas appliances have been established. Approximately two months before construction commences on a project, SCGC requests the developer contact them with detailed information about the project's natural gas requirements. If necessary, SCGC customizes pipelines and mains to better serve newly constructed facilities. The cost for such service differs from project to project.

[4] Southern California Gas Company, List of Gas Suppliers for Noncore Transportation Customers (April 2011), http://www.socalgas.com/business/customerChoice/customersNoncoreLlistOfEsps.html (accessed April 13, 2011).

Table 3.4-3 Natural Gas Demand from Existing General Plan Land Uses		
Land Use Category	*Annual Therms*	*Meters*
LA HABRA 2006		
Industrial/Commercial	2,646,127	851
Single Family Residential[a]	1,473,424	15,373
Multi-Family Residential[b]	5,826,824	374
Totals	***9,946,375***	***16,598***
LA HABRA 2007		
Industrial/Commercial	2,674,560	829
Single Family Residential	1,475,004	15,389
Multi-Family Residential	5,891,196	377
Totals	***10,040,760***	***16,595***
LA HABRA 2008		
Industrial/Commercial	2,613,121	834
Single Family Residential	1,420,534	15,375
Multi-Family Residential	5,730,769	376
Totals	***9,764,424***	***16,585***
LA HABRA 2009		
Industrial/Commercial	2,516,652	799
Single Family Residential	1,393,197	15,207
Multi-Family Residential	5,667,820	377
Totals	***9,577,669***	***16,383***
LA HABRA 2010		
Industrial/Commercial	2,554,711	794
Single Family Residential	1,433,271	15,309
Multi-Family Residential	5,843,760	374
Totals	***9,831,742***	***16,477***

SOURCE: Southern California Gas Company (SCGC), 2011.

a. Includes R1a (Rural Density Single Family); R1b (Low Density Single Family); R1c (Low Density Single Family), and R2 (Medium Density Single Family).

b. Includes R3 (High Density Multi-Family); R4 (High Density Multi-Family).

UNDERGROUND UTILITY DISTRICTS (UUD)

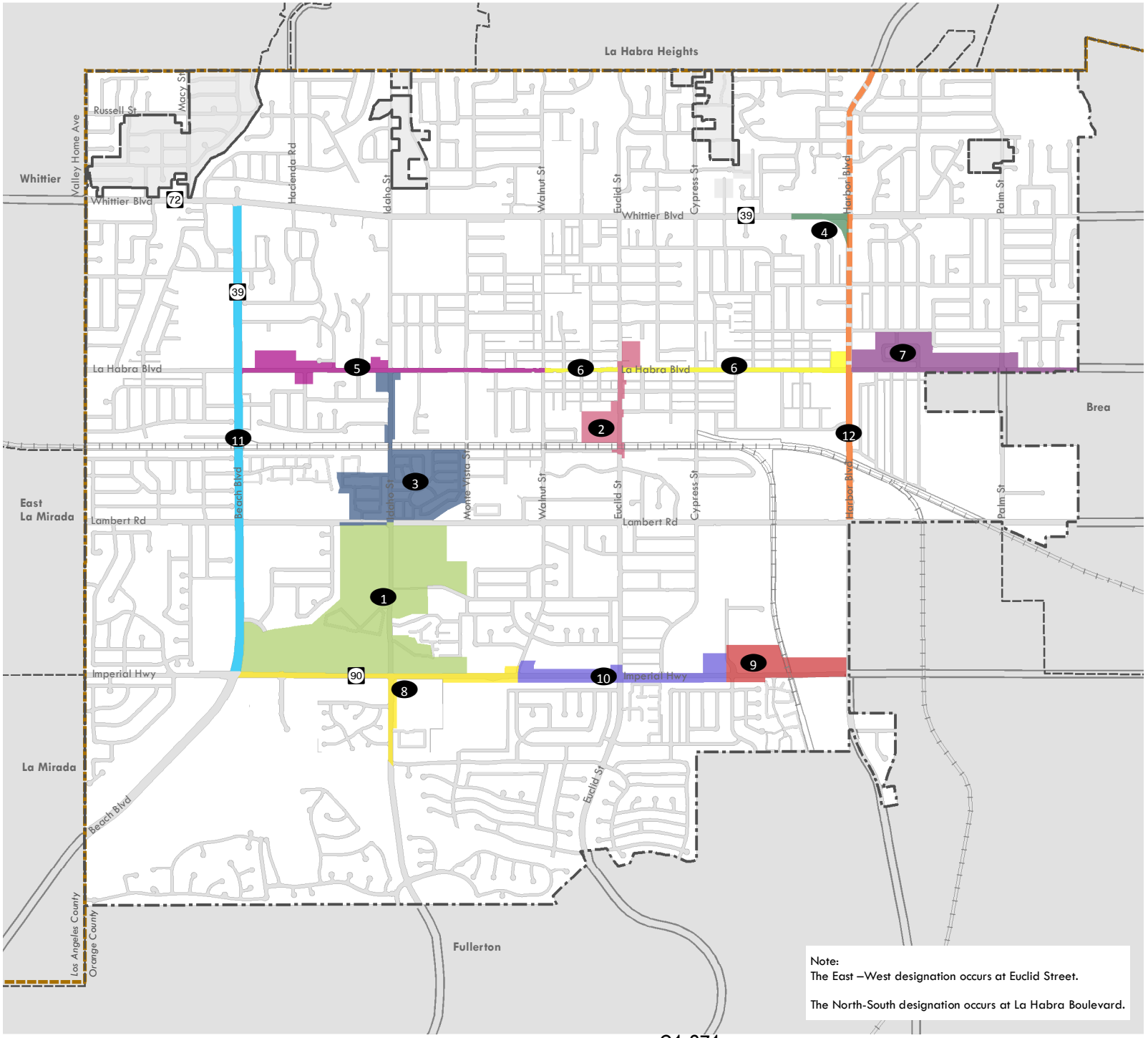
Concerns about the reliability of overhead lines, increases in maintenance and operating costs, and issues of public safety and quality-of-life are leading more and more utilities and municipalities to the realization that converting overhead distribution lines to underground is the best way to provide higher quality service. Potential advantages of undergrounding utilities include enhanced aesthetics from the removal of poles and wires, enhanced tree canopies, lower tree-trimming cost, increased property value, improved public safety, fewer structures impacting sidewalks, increased reliability in service, less damage to utility lines and property during severe weather, reduced fire risk, and cost savings through reduced maintenance and operational activities.

The biggest challenge to undergrounding public utilities is cost. Typically, the cost to underground is approximately $1 million per mile. Using California Public Utilities Commission (CPUC) formulas, Southern Cal Edison (SCE) allocates rate funds to communities for undergrounding based on previous allocations, the ratio or customers served by overhead facilities to all the customers in the community, and the fraction that customers in the community represent of all SCE customers. Through this process, City of La Habra annually receives $173,000 from SCE for the purposes of undergrounding overhead utilities.

La Habra has established 12 underground utility districts (UUD), which represents roughly 369 acres or eight percent of the City, to complete the work of undergrounding overhead utility poles and wires. The existing districts are primarily along and adjacent to the commercial corridors of Beach Boulevard, Imperial Highway, Harbor Boulevard, and La Habra Boulevard and also include segments of Idaho Street and Euclid Street (Figure 3.4-1 [Underground Utility Districts]). The process of undergrounding is complete for all 12 districts, with the exception of Underground District 12 where the undergrounding of utilities is partially complete. The City of La Habra is committed to continuing its efforts to underground overhead utilities as funding becomes available.

Issues/Implications

- In the recent past, the state has experienced constraints related to energy supply (e.g., electricity) and delivery. These constraints were generally limited to peak demand days during the summer months, such that for the majority of the days during the year, adequate energy supplies are reliably provided to consumers.
- The City is currently implementing a utility undergrounding program and will continue to work with SCE for the provision of funds.
- Current supplies of natural gas are adequate to meet demands, although natural gas storage could be expanded to improve reliability.
- The biggest challenge to undergrounding public utilities is cost. Typically, the cost to underground overhead utilities is approximately $1 million per mile. The City annually receives $173,000 for the purposes of undergrounding and will continue with its efforts as funding becomes available.



City of La Habra
GENERAL PLAN

CITY of LA HABRA

General Plan Update

UNDERGROUND UTILITY DISTRICTS

Legend

- District 1
- District 2
- District 3
- District 4
- District 5
- District 6
- District 7
- District 8
- District 9
- District 10
- District 11
- District 12
- District 12 Incomplete
- Railroad
- La Habra City Limits
- County Boundary

Source: Atkins, 2011
Date Revised: October 17, 2011
Undergruond Utility Districts.mxd

Miles
0 0.125 0.25 0.5

Figure 3.4-1

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3.5 TELECOMMUNICATIONS

Introduction and Background

The City is provided with a range of telecommunication services by national service providers that generally include types and specifics which are standard for most urban areas across southern California. This section identifies the existing agencies providing telecommunication services to the City of La Habra including telephone, television, internet, and cellular phone services. The location of telecommunication facilities and the respective transmission corridors are also described along with the anticipated ability to meet the needs of the City. Information for this section is based on discussions with the City and telecommunication service providers.

Regulatory Framework

FEDERAL

TELECOMMUNICATIONS ACT OF 1996

This law was enacted to promote competition and reduce regulation in order to secure lower prices and higher quality services for telecommunication consumers and encourage the rapid deployment of new telecommunication technologies.

STATE

DIGITAL INFRASTRUCTURE AND VIDEO COMPETITION ACT (AB 2987)

In 2007, the California Public Utilities Commission (PUC) issued an order creating a new state video franchise program. This program, which implements the Digital Infrastructure and Video Competition Act (AB 2987), allows for the entry of communications companies into data and video markets where video service providers can seek one video franchise for operating in multiple regions. Under the terms of AB 2987, the PUC must determine whether a franchise application is complete within 30 days of its submission, and the PUC must issue a state video franchise within 14 days of a finding of completeness. Previously a video service provider had to seek permission from a government entity in each locality where it sought to offer service. AB 2987 prohibits a video service provider from denying access based on a subscriber's income. It also requires communications companies with more than one million telephone customers to meet specified deadlines when rolling out video service to their telephone customers. The PUC is a partner with local entities in joint oversight of state video franchise holders. While they no longer will issue new video franchises, local entities continue to play an important role in regulating video service providers. AB 2987 makes local entities responsible for consumer protection; environmental reviews; initiation of complaints concerning antidiscrimination obligations; oversight of public, educational, and governmental access channels; management of local rights-of-way; and enforcement of Emergency Alert System standards.

LOCAL

CITY OF LA HABRA MUNICIPAL CODE

Chapter 5.24 (Cable, Video, and Telecommunications Service Providers)

Chapter 5.24 of the City of La Habra Municipal Code contains standards and criteria to enable the City to regulate telecommunication providers in a manner consistent with the Telecommunications Act. The code is intended to encourage the development of telecommunications infrastructure that satisfies local needs, delivers enhanced services, and provides informed consumer choices in an evolving cable, video, and telecommunications marketplace. Additionally, Chapter 5.24 provides the City with the guidelines to manage reasonable access to the city's public rights-of-way and public property for cable, video, and telecommunications in a manner consistent with all applicable federal and state statutes and regulations.

Chapter 18.62 (Wireless Communications Facilities)

Chapter 18.62 of the City of La Habra Municipal Code regulates the land use zone, location, height, appearance, and placement of wireless communication facilities (e.g., commercial antennas). A conditional use permit is required for all wireless communication facilities, and it is preferred that these facilities be roof- or wall-mounted on existing structures. Wireless communication facilities may only be located in an industrial or commercial zone, with the exception that these facilities can be placed within a residential zone, which has non-residential improvements.[1] Section 18.62.050 (Location) states the applicant is to cooperate with other communication companies in co-locating additional antennas on the tops of buildings, on existing monopoles, and/or clustering facilities. If co-location or clustering is not possible in the case of a particular proposal the permittee must provide a written explanation as to why it is not possible as part of the conditional use permit submittal package. Wireless communication facilities are to be located in a manner that preserves the view corridors of the surrounding residential and commercial developments.

Existing Conditions

TELEPHONE SERVICE

Local telephone service to the City of La Habra is provided by both AT&T and Verizon, dependant on the provider's service boundaries, in accordance with the California Public Utility Commission (CPUC) tariffs. Phone services are provided by a variety of data services over both copper and fiber wire. Several providers, including AT&T and Verizon, provide long distance phone service to La Habra and also provide wireless, high speed and dial-up internet service, wireless phone service, and digital satellite TV.

CABLE TELEVISION SERVICE

Cable television and other video services are regulated under franchises with the State of California as a result of AB 2987, the Digital Infrastructure and Video Competition Act (DIVCA) of 2006. In addition to Time Warner Cable; which provides digital cable service, digital video recorder (DVR), high definition

[1] The location will be conditioned to the nonresidential use and shall be removed if a residential use is established on the property.

television (HDTV), and other digital cable services, additional video service providers operating in the City of La Habra include Verizon FiOS, AT&T U-verse, and DirecTV.

There is one "education" channel operated through Time Warner, which airs educational system content. Channel 3 is operated by the City for government purposes. These channels are accessible through other non-cable video service providers through regulation provided by the DIVCA. There are presently no local Public Access facilities in the City of La Habra.

INTERNET SERVICE

Like cellular phone service, the popularity of internet service has resulted in diversification of internet service providers (ISP). Depending on the speed of connection desired, City residents have a number of options for internet service, including service by AT&T, Verizon, Time Warner, and local ISPs.

CELLULAR PHONE SERVICE

The popularity of cellular phones has resulted in a number of companies providing service to the community. Cellular phone service companies are licensed and monitored by the CPUC. Cellular phone service providers in the City are as follows:

- Verizon
- Nextel
- Sprint PCS
- AT&T
- T-Mobile

At present, La Habra has 22 cell sites in operation in the City.

Future Conditions

Telecommunication technologies are changing rapidly. Some telecommunication companies have taken advantage of fiber-optic communications to deliver a variety of high-throughput data and broadband services. Fiber optic communications systems support smart grid applications (e.g., smart meters, home area networking, substation automation, and distribution automation) as well as wireline and wireless broadband applications. All smart grid applications require communications networking infrastructure, which in turn requires significant fiber optic transport capacity. Wireless communications and fiber optic transport are anticipated to be the future trends with a growing need for additional cellular sites and bandwidth capacity for the transmission of communications and data.

Issues/Implications

- The technology for wireless telecommunications continues to evolve and the deployment of these systems and facilities evolve as wireless companies upgrade and modernize their services. As a result of this ever-changing and constant modernization, the types of wireless facilities change—moving from large, central antenna systems to multiple, smaller, and more distributed antenna systems. In addition, there has been a continuing trend for federal and state law to override local jurisdiction regarding zoning review and approval. None-the-less, the City strives to work with wireless communications companies to ensure that their installations aesthetically fit into the

surrounding neighborhoods while working with these same companies as they increase coverage and provide vital services related to voice, data, and emergency 911 transmission services.

References

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3.6 SOLID WASTE MANAGEMENT AND RECYCLING

Introduction and Background

The City of La Habra contracts waste removal and hauling with Waste Management of Orange County (WMOC). In addition to waste hauling, WMOC operates two transfer stations, one in the City of Irvine and the other in the City of Orange. Sorted solid waste is disposed of either at the Frank R. Bowerman Landfill near Irvine, the Olinda Alpha Landfill near Brea, or the Prima Deshecha Landfill in San Juan Capistrano.

This section describes the solid waste management infrastructure and services in the planning area. Information for this section is based on state and local resources including the City of La Habra Refuse and Recycling Division, CalRecycle, Orange County Waste and Recycling, and Waste Management of Orange County websites, and the City's 2009 Annual Report Summary.

Regulatory Framework

FEDERAL

Volume 40 of the Code of Federal Regulations, Part 258 (Resource Conservation and Recovery Act of 1976 [RCRA, Subtitle D]) contains technical criteria (regulations) for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc), groundwater monitoring, and closure of landfills. The U.S. Environmental Protection Agency (USEPA) can only inspect local facilities and enforce the federal minimum criteria when the USEPA has found a state's solid waste program to be inadequate.

STATE

AB 939—CALIFORNIA INTEGRATED WASTE MANAGEMENT ACT

In 1989, the Legislature adopted the California Integrated Waste Management Act of 1989 (AB 939). The Act requires every city and county in the state to prepare a Source Reduction and Recycling Element (SRRE) in addition to a Solid Waste Management Plan to identify how the jurisdiction would meet mandatory 2000 state waste diversion goal. The Act also set the framework for state inspection and enforcement of solid waste facilities and regulates safe transportation and disposal of solid waste.

LOCAL

CITY OF LA HABRA MUNICIPAL CODE

Chapter 15.78 (Waste Management Plan for Certain Construction and Demolition Projects within the City of La Habra)

The purpose of Chapter 15.78 of the City of La Habra Municipal Code is to reduce landfill waste by requiring an applicant for every "covered project" to divert a minimum of 50 percent of the construction

and demolition debris resulting from that project from the landfill in compliance with state and local statutory goals and policies. Covered projects include residential additions, tenant improvements, new structures of 1,000 square feet of more, demolition of 1,000 square feet or more, all city and public works and city public construction projects. All covered projects are required to complete and submit a waste management plan. Compliance with provisions of Chapter 15.78 is a condition of approval on all building or demolition permits issued for a covered project.

CITY OF LA HABRA GENERAL PLAN 2020 SOURCE REDUCTION AND RECYCLING ELEMENT (SRRE)

The City of La Habra's General Plan 2020 Source Reduction and Recycling Element (SRRE) has been prepared in accordance with the California Integrated Waste Management Act. The Element addresses four major components including Source Reduction, Recycling, Composting, and Special Wastes to reduce the amount of solid waste generated within the City of La Habra. It also addresses education and public information through increasing the awareness of and participation in source reduction, recycling, composting, and special waste reduction and recovery.

The overall City Goal of the Source Reduction and Recycling Element is to: "Provide an integrated solid waste management system of facilities, services, and community education programs, which emphasizes the source reduction of wastes, recycling of reusable materials, and disposal of remaining solid waste which minimizes potential adverse impacts to public health and the environment and maximizes available landfill capacity." The overall component goals include:

- To develop a Source Reduction program to meet the needs of the City and comply with the requirements of the California Integrated Waste Management Act of 1989.
- To reduce, in combination with source reduction, recycling, composting and special wastes, the amount of solid waste generated within the jurisdiction of the City at its source by 25 percent by the year 1995 and by 50 percent or as much as feasible by the year 2000.

Existing Conditions

SOLID WASTE MANAGEMENT

The City of La Habra's contracted waste hauler is Waste Management of Orange County (WMOC). The WMOC provides weekly residential, commercial, and industrial waste and mixed recycling collection services. The City of La Habra Refuse and Recycling Division oversees the waste collection services for the City of La Habra, as well as the many recycling programs that are offered by the City.

WMOC operates two transfer stations: the Sunset Environmental Transfer Station in the City of Irvine and the Orange Transfer Station in the City of Orange. Each day these facilities handle and sort trash, recyclables, construction and demolition materials, and green waste. WMOC transfer stations serve local waste haulers, businesses, and local residents. The Orange Transfer Station accepts recyclables such as aluminum, glass, and plastic, which can be redeemed at the buyback center in exchange for cash

Orange County Waste and Recycling operates Orange County's three active landfills and manages other solid waste activities for the County including four regional Household Hazardous Waste Collection Centers. These landfills include the Frank R. Bowerman Landfill near Irvine, the Olinda Alpha Landfill near Brea, and the Prima Deshecha Landfill in San Juan Capistrano. All three landfills are permitted as Class III landfills and have a combined design capacity of 20,500 tons per day. The City of La Habra is served by the Olinda Alpha Landfill. Class III landfills accept only non-hazardous municipal solid waste for disposal; no hazardous or liquid waste can be accepted. Table 3.6-1 (Landfill Capacity) shows the existing capacities of each of these landfills, as well as their anticipated closure dates and annual usage.

Table 3.6-1 Landfill Capacity

Landfill	*Location*	*Current Remaining Capacity (Cubic Yards)*	*Maximum Capacity (Cubic Yards)*	*Estimated Close Date*	*Maximum Daily Load (tons)*	*2007 Annual Disposal (tons)*
Frank R. Bowerman	11002 Bee Canyon Access Road Irvine, CA 92602	59,411,872	127,000,000	2053	8,500	2,056,731
Olinda Alpha	1942 North Valencia Avenue Brea, CA 92823	38,578,383	74,900,000	2021	8,000	1,869,330
Prima Deshecha	32250 La Pata Avenue San Juan Capistrano, CA 92675	87,384,799	172,900,000	2067	4,000	581,791

SOURCE: CalRecycle, Solid Waste Information System, http://www.calrecycle.ca.gov/SWFacilities/Directory/SearchList/List?COUNTY=Orange&LEA=30-AB (accessed December 9, 2010).

The Frank R. Bowerman Landfill is permitted to receive a daily maximum of 11,500 tons per day (TPD). The landfill is required to comply with numerous landfill regulations from federal, state, and local regulatory agencies. The landfill opened in 1990 and is scheduled to close in approximately 2053. Olinda Alpha is permitted to receive a daily maximum of no more than 8,000 TPD. The landfill opened in 1960. The landfill is scheduled to close in approximately December 2021. Prima Landfill is permitted to accept up to 4,000 TPD. The landfill was opened in 1976 and is scheduled to close in approximately 2067. Overall, the maximum permitted system-wide disposal capacity is 20,500 TPD.[1]

These landfills are required to comply with numerous landfill regulations from federal, state, and local regulatory agencies. The landfills are subject to regular inspections from the California Integrated Waste Management Board, and the Board's Local Enforcement Agency; the California Regional Water Quality Control Board; and the South Coast Air Quality Management District to assure compliance with those regulations.

Olinda Alpha Landfill (SOURCE: www.ocgov.com)

CalRecycle requires that all counties have an approved Countywide Integrated Waste Management Plan (CIWMP). To be approved, the CIWMP must demonstrate sufficient solid waste disposal capacity for

[1] Orange County Integrated Waste Management Department. *Regional Landfill Options for Orange County Strategic Plan 2007 Update* (November 2007).

at least fifteen years, or identify additional available capacity outside of the County's jurisdiction. To this end, the Regional Landfill Options for Orange County (RELOOC) program, a 40-year Strategic Plan, was created. RELOOC evaluates options for trash disposal for Orange County citizens and ensures that waste generated by the County is safely disposed of and that the County's future disposal needs are met.

RECYCLING AND WASTE REDUCTION

In 2009, La Habra deposited 53,449 tons of trash into the landfill system, a reduction compared to 2008 (59,926 tons).[2] The amount of waste has been declining in recent years, mainly due to improved recycling programs. La Habra is now mandated to dispose of no more than 6.5 pounds of trash per person per day. La Habra's disposal rate for 2009 was 4.7 pounds per person per day, which is a commendable level for the City.[3]

Walk-up recycling center

The City provides a variety of recycling programs including weekly curbside collection from recycling carts through the City's contract with Waste Management of Orange County (WMOC), "grasscycling" that consists of leaving grass clipping on the lawn after moving, a business Waste Reduction Program, a Government Source Reduction Program, a School Recycling Program, food waste composting, curbside collection from greenwaste carts, and the City's Construction and Demolition Ordinance (Chapter 15.78 of the Municipal Code) that requires all applicants of certain construction and demolition projects to recycle at least 50 percent of all construction and demolition waste. Other popular recycling programs available to La Habra residents include bi-annual household hazardous waste collection events, the Used Oil Program as an extension of the regional Orange County Used Oil Recycling Program, the pickup of items too large to fit inside curbside carts through the Bulky Item Program, annual used cooking oil collection between the months of November and January, and annual Christmas tree recycling by WMOC. In addition, WMOC offers recycling for the following items:

- Empty aerosol cans
- Pie tins
- Cardboard egg cartons
- Computer/white paper
- Milk jugs
- Plastic containers labeled #1–#7
- Juice bottles
- Newspapers/inserts/magazines
- Coupons
- Cardboard/12-pack soda boxes
- Cereal boxes (plastic lining removed)
- Tissue boxes

[2] City of La Habra, La Habra Submits Annual Report for Recycling, http://www.ci.la-habra.ca.us/article.cfm?id=556 (accessed December 9, 2010).
[3] CalRecycle, Annual Report Summary: La Habra 2009, summary generated on July 12, 2010, https://secure.calrecycle.ca.gov/logic/External/AnnualReport/Summary.aspx?AnnualReportID=950 (accessed July 12, 2010).

- Glass bottles/jars
- Liquor bottles
- Laundry detergent boxes/bottles
- Junk mail/magazines/phone books

The City of La Habra has shown success in implementing its recycling programs. The State mandate of a 50 percent diversion rate was met by La Habra in 2003 for the first time and has increased as high as 63 percent in 2007. In addition, the National Resource Defense Council (NRDC) listed the City of La Habra as a "Smarter City" in 2009 for its recycling efforts. Of those cities with populations between 50,000 and 99,000, La Habra ranks 28th overall in the Country and 2nd overall in the greater Los Angeles area for sustainability and livability, and 11th in the nation for its results in recycling based on the City's recycling programs, items recycled, and the availability of pick and recycling bins in public places.[4]

Orange County Waste and Recycling entered into a public-private partnership in 2009 to open the Prima Deshecha Material Recovery Facility. The Materials Recovery Facility is the only waste management site in Orange County that provides diversion of recyclable materials, landfill waste disposal, and household hazardous waste collection in one place, and is estimated to help divert more than 300 tons of recyclables per day. The diversion of recyclables will serve to get more years of service from the landfill.

Future Conditions

Presently, it is anticipated that the Orange County landfill system will have adequate capacity to operate until 2067. The RELOOC Strategic Plan is a long-range strategic planning project initiated by Orange County Integrated Waste Management Department IWMD (now Orange County Waste and Recycle) to assess the County's existing disposal system capabilities and develop viable long-range solid waste disposal options for the County. Updates to the Strategic Plan are provided annually. As discussed in the latest 2007 Strategic Plan Update, completion of the Plan's short-term strategy No. 2 and No. 3 has extended the lifespan of the County's landfills. IWMD remains committed to the implementation of both the Phase 1 (short-term) and Phase 2 (long-term) strategies identified within the Plan.

Issues/Implications

- Future population growth could result in the increased generation of waste, potentially reducing the years of service from landfills serving the County.
- The City of La Habra has shown success in implementing its recycling programs. The State mandate of a 50 percent diversion rate was met by La Habra in 2003 for the first time and has increased as high as 63 percent in 2007. La Habra is committed to expanding its current recycling programs and is looking for new opportunities and programs to increase the diversion of waste from landfills including food waste recycling and hazardous waste events for small generating businesses. Increasing La Habra's diversion in the future would better position the City should the State increase its mandated diversion rate to 75 percent.

[4] Natural Resource Defense Council, Smarter Cities: Rankings / Scoring/Criteria. http://smartercities.nrdc.org/rankings/scoring-criteria#recycling (accessed January 17, 2011).

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CHAPTER 4 Community Services

4.1 PARKS, TRAILS, AND RECREATIONAL PROGRAMS

Introduction and Background

Parks and recreational facilities are important land use components in an urban environment, providing visual relief from the built environment and contributing to residents' quality of life through recreational programming and social value. This section describes existing park and recreational facilities in La Habra and the various recreational programs administered by the City of La Habra Recreation Division. An inventory of parks, trails, and recreational facilities is discussed. In addition, this section briefly describes City-adopted open space resources standard. Information for this section was primarily provided by the City's Recreation Division and the La Habra General Plan 2020 Natural Environment Element.

Regulatory Framework

STATE

QUIMBY ACT

The Quimby Act was established by the California Legislature in 1965 to provide parks for the growing communities in California. The Act authorizes cities to adopt ordinances addressing parkland and/or fees for residential subdivisions for the purpose of providing and preserving open space and recreational facilities and improvements and requires the provision of 3 acres of park area per 1,000 persons residing within a subdivision, unless the amount of existing neighborhood and community park area exceeds that limit, in which case the city may adopt a higher standard not to exceed 5 acres per 1,000 residents. The Quimby Act also specifies acceptable uses and expenditures of such funds.

CALIFORNIA PUBLIC PARK PRESERVATION ACT

The primary instrument for protecting and preserving parkland is California's Public Park Preservation Act of 1971. Under the Public Resource Code, cities and counties may not acquire any real property that is in use as a public park for any nonpark use unless compensation or land, or both, are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

CALIFORNIA STREET AND HIGHWAY CODE

California's Street and Highway Code assists in providing equestrian and hiking trails within the right-of-way of state and county highways and city streets, which apply to the local roadway system.

L O C A L

LA HABRA MUNICIPAL CODE TITLE 15 (BUILDINGS AND CONSTRUCTION)

La Habra Municipal Code Chapter 15.48 (Residential Building Fees) provides the mechanism in accordance with California Government Code Section 66477 for the payment of fees or dedication of land, or combination thereof, for developing or rehabilitating existing neighborhood or community park or recreational facilities to serve the subdivision. The fees collected under this ordinance are solely for the purpose of producing revenue for the acquisition, development, and maintenance of public parks.

At the time of filing a tentative map application for all subdivisions with residential land uses, the applicant will indicate whether they desire to dedicate property for park and recreational purposes onsite or whether they desire to pay a fee in lieu thereof. If they desire to dedicate land, they must designate the area on the tentative map as submitted. Then, prior to approval of the tentative map, the La Habra Community Services Commission and Planning Commission will review and recommend to City staff whether to require a dedication of land within the subdivision, payment of a fee in-lieu thereof, or a combination of both.

LA HABRA GENERAL PLAN 2020 NATURAL ENVIRONMENT ELEMENT

The La Habra General Plan 2020 Natural Environment Element focuses on the conservation of the natural environment and enhancement of the City's recreational resources with a goal to: "Protect and encourage the conservation of natural resources within the City including both natural and man-made open space for the welfare and enhancement of the quality of life through recreational opportunities for all residents."

The policies and programs that support parks and recreation are:

- Maintain, enhance, and acquire when feasible, open space resources at a ratio of 2.5 acres per 1,000 residents for active and passive recreational purposes to allow residents opportunities to enjoy physical and mental health.
  - Provide adequate budgetary consideration to maintain existing parks at levels which provide various recreational benefits to the City's residents.
  - Continue to implement park fees or dedication of land for acquisition and development which accurately reflect the burden of the new development on the City's recreational facilities and programs.
  - Continue cooperation efforts with the school districts to enter joint use agreements of school playgrounds and field facilities.
- Strive towards the development of a linear park/green belt buffer system, which may include trails along the channels and railroad corridors throughout the City.
  - Cooperate with the railroad companies, the Orange County Flood Control District (OCFCD), and adjacent jurisdictions in developing a regional trail system.
  - Cooperate with the railroad companies to develop a plan whereby the right-of-ways may be landscaped or developed for trails upon abandonment of the rail service or in conjunction with the existing rail or similar transportation usage.
  - Where possible, require dedication of natural landforms and habitats into public ownership as part of a trail system and/or retention of these areas as common or recreational areas.

Existing Conditions

The City of La Habra has a wide range of park and recreational facilities. The La Habra Recreation Division offers a variety of services that include recreation classes, excursions for adults and youth, special events, summer day camp and summer aquatic program, two youth sports leagues, and facility rentals. The Recreation Division also manages the use of City parks, as well as coordinating the joint use of City and school athletic fields with the various school districts in the City, and working closely with local nonprofit organizations such as Little League and the American Youth Soccer Organization (AYSO).

PARKS

The City of La Habra contains a total of 24 parks encompassing approximately 135.6 acres. These parks are divided into three categories—Mini Parks, Neighborhood Parks, and Community Parks—based on usage and not on size. La Habra's five Mini Parks are defined as special use facilities. These parks are designed to provide passive open space with emphasis on aesthetics rather than formal recreational facilities. The City has 14 Neighborhood Parks located within walking distance of residential homes. These parks are primarily planned for younger children and family groups. La Habra's five Community Parks serve several residential neighborhoods in proximity and have a wide range of indoor and outdoor recreation opportunities.[1] Park locations in La Habra are shown on Figure 4.1-1 (Existing Parks) and listed in Table 4.1-1 (City of La Habra Parks Inventory), which identifies each park location, acreage, and amenities. The 24 parks in La Habra are further described below. For information on the City's Class I bike paths, refer to Chapter 5 (Mobility/Circulation), Figure 5-10 (Existing Bike Routes).

MINI PARKS

- *Constitution Plaza Park* is an urban open space to commemorate the City's history with three large flagpoles and park benches.
- *Town Center Park* serves as an open lawn area.
- *Leslie Park* is a natural open area with trees and lawn.
- *Mahoney Park* is a small landscaped-only area with a nearby historical plaque marking the location where former President Richard Nixon opened his first law office in La Habra.
- *Richard's Park* is an open space area with water-conserving landscaping features.

Constitution Plaza Park

NEIGHBORHOOD PARKS

- *Guadalupe Park* is a linear nature park and greenbelt area with a bike trail, two playgrounds, The Gary Center, Community Resource Center, and a boxing club at Guadalupe Hall within the park.
- *Las Lomas Park*—adjacent to Las Lomas Elementary School—provides picnic facilities, a restroom, a playground, and an oval dirt walking path for the nearby residential neighborhood.

[1] City of La Habra, *La Habra General Plan 2020 Natural Environment Background Report* (1990).

- *Loma Norte Park* is located immediately west of Ladera Palma Elementary School and Esteli Park to the east and includes playground facilities, picnic areas, restroom, drinking fountains, barbecues, and concrete walkways.
- *Loma Verde Park* is a triangular shaped park that includes a basketball court, a multi-purpose play field, and picnic tables.
- *Montwood Park* includes two playground facilities and picnic areas.
- *Portola Park* provides many facilities including the Children's Museum of La Habra, two City-operated day care centers, enclosed playground facilities, a community theater, the La Habra Tennis Center, and three ball fields.
- *Oeste Park* is adjacent to Olita Elementary School and access is readily available for public use.
- *Old Reservoir Park* is near Arbolita Elementary School and includes picnic facilities and park benches.

Portola Park

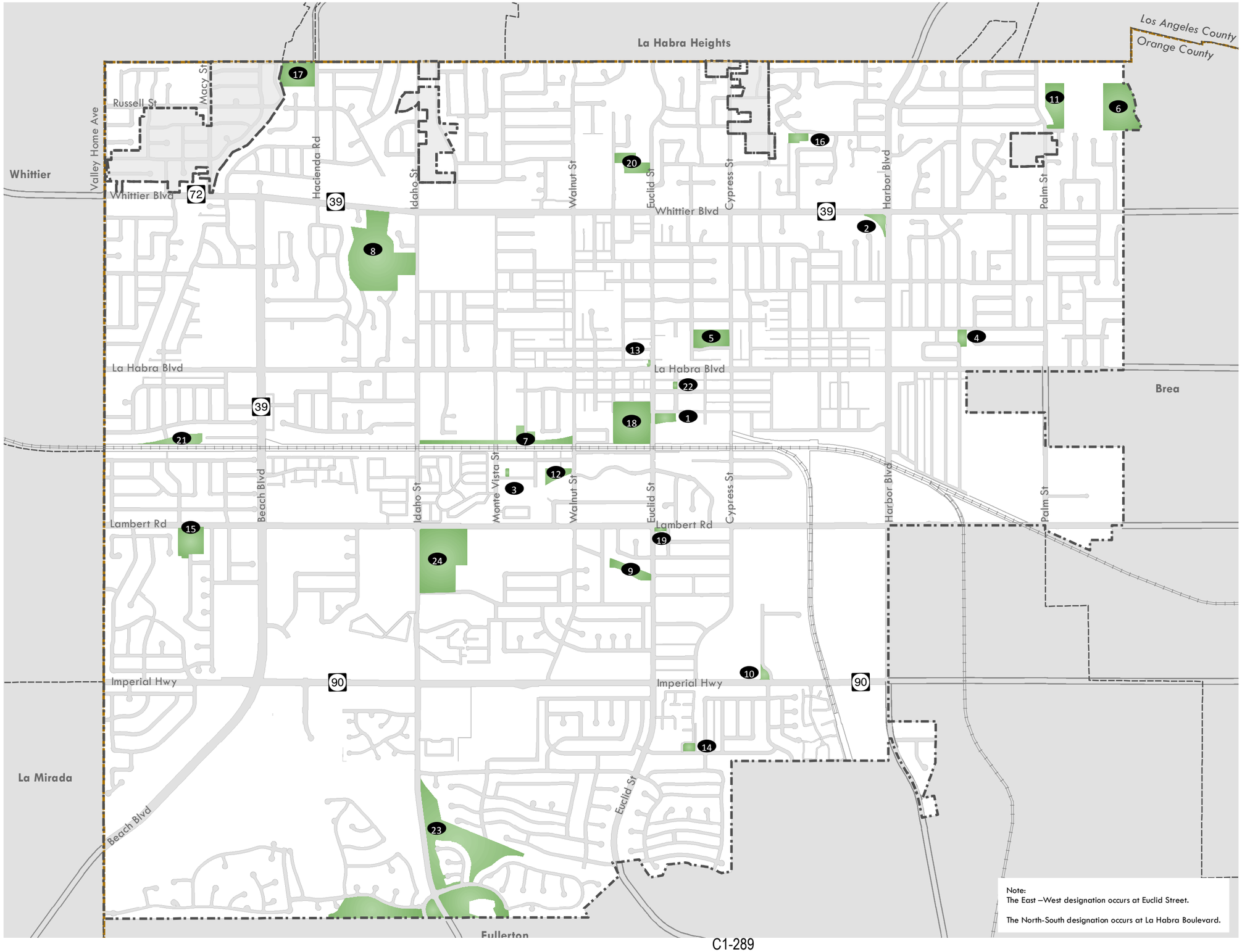
- *Osornio Park* has basketball courts and a turf area that is being used by local soccer groups.
- *San Miguel De Allende Park* provides picnic facilities and a playground for the surrounding neighborhood residents and also contains the Cleata Harder Developmental School.
- *Terraza Park* was developed in 1976 and includes picnic facilities, an open grass area, and a playground.
- *Corona Park* includes a picnic areas and playground equipment.
- *Descanso Park* includes a playground area and paved walking paths.
- *Brio Park* has been approved by the City as a part of the Brio residential development project and will be constructed when the Brio development is complete (refer to Section 2.3 [Housing] for more information on the Brio residential development project).

COMMUNITY PARKS

- *El Centro-Lions Park* is the oldest park in the City; includes two playgrounds, restrooms, two basketball courts, a large patio area, sinks, and barbecues; and serves as a focal point of the community with the annual Corn Festival.
- *Esteli Park*—dedicated in 1976 to commemorate the sister city of La Habra, City of Esteli—is adjacent to Ladera Palma Elementary School and includes a football field and two baseball diamonds with bleachers and a concession building.

El Centro-Lions Park basketball courts

- *La Bonita Park* is the City's second largest park and includes picnic facilities, playgrounds, restrooms, softball fields, a skate park, a Girls Scout Pavilion, the Boys and Girls Club, and four lighted baseball diamonds.
- *Vista Grande Park* includes dirt walking paths and is primarily an open space wilderness area and bird sanctuary, but also includes a Boy Scout Hut and a Head Start School.



City of La Habra
GENERAL PLAN

CITY of LA HABRA
General Plan Update

EXISTING PARKS

Legend

- Railroad
- La Habra City Limits
- County Boundary
- Park

1. Brio Park
2. Constitution Plaza Park
3. Corona Park
4. Descanso Park
5. El Centro - Lions Park
6. Esteli Park
7. Guadalupe Park
8. La Bonita Park
9. Las Lomas Park
10. Leslie Park
11. Loma Norte Park
12. Loma Verde Park
13. Mahoney Park
14. Montwood Park
15. Oeste Park
16. Old Reservoir Park
17. Osornio Park
18. Portola Park
19. Richard's Park
20. San Miguel De Allende Park
21. Terraza Park
22. Town Center Park
23. Vista Del Valle Park
24. Vista Grande Park

Source: City of La Habra, January 2011
Date Revised: October 17, 2011
TBR/Parks_Recreation.mxd

Miles
0 0.125 0.25 0.5

Figure 4.1-1

Table 4.1-1 City of La Habra Parks Inventory

Park/Facility Name, Address	Acres	Benches	BBQ	Basketball Court	Bicycle Path	Community Center/Building	Daycare	Drinking Fountain	Fitness Course	Football Field	Hardball Field	Landscaping/Trees	Memorial	Museum	Outdoor Stage	Picnic Tables/Area	Playground	Roller Hockey	Restrooms	Snack bar	Soccer Fields	Softball Fields	Skate Park	Tennis Courts	Theatre	Walking course/path
Mini Parks																										
Constitution Plaza Park, 1150 E Whittier Blvd	1.0	X										X	X													
Town Center Park, Main St and First St	0.2											X														
Leslie Park, Imperial Highway and Leslie St	0.5											X														
Mahoney Park, Euclid St and La Habra Blvd	0.1											X														
Richard's Park, 701 Clifton St	0.3											X														
Subtotal Mini Parks	***2.1***																									
Neighborhood Parks																										
Guadalupe Park, 381 S Walnut St	5.0	X			X	X		X	X			X				X	X									
Las Lomas Park, 800 N Euclid St	2.2		X									X				X	X		X							X
Loma Norte Park, 2051 Brookdale Ave	4.9		X					X				X				X	X		X							X
Loma Verde Park, 501 S Walnut St	1.7		X	X								X				X	X				X					
Montwood Park, 231 Montwood Ave	0.6	X										X				X	X									
Portola Park, 301 S Euclid St	10.1	X	X				X				X	X		X	X	X	X		X	X				X	X	X
Oeste Park, 2300 W Lambert Rd	4.6	X	X					X				X				X	X									X

Table 4.1-1 City of La Habra Parks Inventory																										
Park/Facility Name, Address	***Acres***	***Benches***	***BBQ***	***Basketball Court***	***Bicycle Path***	***Community Center/Building***	***Daycare***	***Drinking Fountain***	***Fitness Course***	***Football Field***	***Hardball Field***	***Landscaping/Trees***	***Memorial***	***Museum***	***Outdoor Stage***	***Picnic Tables/Area***	***Playground***	***Roller Hockey***	***Restrooms***	***Snack bar***	***Soccer Fields***	***Softball Fields***	***Skate Park***	***Tennis Courts***	***Theatre***	***Walking course/path***
Old Reservoir Park, Brookdale Ave/Fullerton Rd	1.1	X										X				X										
Osornio Park, 1500 N Hacienda Rd	5.4			X								X									X					
San Miguel De Allende Park, 981 N Euclid St	3.0							X				X				X	X									
Terraza Park, 450 S Dexford Dr	2.4		X					X				X				X	X									
Corona Park, 701 W Fifth Ave	0.1	X						X				X				X	X									
Descanso Park, 170 N Fonda Ave	0.9											X					X									X
Brio Park, 300 S Euclid Street	1.2																									
Subtotal Neighborhood Parks	***43.2***																									
Community Parks																										
El Centro-Lions Park, 320 Erna Ave	4.0	X	X	X								X				X	X		X							
Esteli Park, 2251 Brookdale Ave	9.8	X								X	X	X							X	X					X	
La Bonita Park, 1440 W Whittier Blvd	22.6			X	X							X				X	X	X	X	X		X	X			X
Vista Grande Park, 1100 W Lambert Rd	17.5					X						X							X							X
Vista Del Valle Park, 1600 S Idaho St	36.4	X	X					X				X				X	X		X							X
Subtotal Community Parks	***90.3***																									
Total	***135.6***																									

SOURCE: La Habra Recreation Division, 2010 and ATKINS, TBR/Parks_Recreation.mxd Geographic Information System (GIS) data, 2011.

- *Vista Del Valle Park* is the City's newest and largest park—developed in 1995—providing restrooms, picnic facilities, playgrounds, and a gazebo. This park includes decomposed granite hiking trails and other walking paths that have informational signage along the way showing which plant materials are present.

RECREATIONAL FACILITIES

As described in Table 4.1-2 (Recreational Facilities), the City's parks contain a variety of community recreational facilities with areas available for organized sports (baseball/softball diamonds), day care, basketball courts, soccer fields, football field, and tennis courts. The City also offers places for informal recreational activities including barbecues, walking and biking paths, picnic areas, and playgrounds.

Table 4.1-2 Recreational Facilities

Name	*Location*	*Facilities/Activities*
Children's Museum	301 S. Euclid St	The Children's Museum is located in the historic 1923 Train Depot at Portola Park and includes galleries and different hands-on exhibits. In addition to these exhibits, the Museum features an outdoor dinosaur topiary and an historic 1942 caboose.
La Habra Community Center	101 W La Habra Blvd	A variety of recreation programs and services are offered at the Community Center and the facility includes meeting rooms and a Grand Ballroom.
Boys Scout Hut	110 W Lambert St	Located at Vista Grande Park, this facility is used and operated by the Boy Scouts of America and is available to the public to rent for events.
Girls Scout Pavilion	500 Granada Ct	Located within La Bonita Park, this facility is used and operated by the Girls Scouts of America and is available to the public to rent for events.
Boys and Girls Club	500 Granada Ct	Located within La Bonita Park, the Boys and Girls club is focused primarily toward teen-aged activities and includes a gym, classrooms, and programs. The programs include cultural enrichment classes, health and physical education programs, professional development and educational classes, social recreation, and citizenship and leadership programs.
Veteran's Hall	209 Orange St	Built in the 1920s, this facility accommodates 150 people.
Women's Club House	200 W Greenwood Ave	The Women's Club House facility includes a meeting room with a stage and a kitchen. This facility is rented out to a variety of users.

SOURCE: City of La Habra, Recreation Division, 2010.

WALKING TRAILS AND BICYCLE PATHS

The City's parks include natural and paved walking trails and bicycle paths. The 0.9-acre Descanso Park includes a paved walking path, the 2.2-acre Las Lomas Park includes an oval dirt walking path, the 4.9-acre Loma Norte Park includes concrete walkways, the 4.6-acre Oeste Park includes a gravel walkway, the 10.1-acre

Vista Del Valle Park walking path

Portola Park includes concrete and asphalt walking paths, the 17.5-acre Vista Grande Park includes dirt trails, the 22.6-acre La Bonita Park includes landscaped trails and paved bicycle paths, and the 36.4-acre Vista Del Valle Park includes hiking trails and walking paths. Paved bicycle paths are also included within the 5.0-acre Guadalupe Park. For more information on bicycle facilities, refer to Chapter 5 (Mobility/Circulation).

GOLF COURSE

The eighteen-hole Westridge Golf Club is a public golf course located in the southern hillsides of La Habra on approximately 153 acres and includes landscaped grounds, a clubhouse, restaurant, outdoor patio, driving range, and lake and waterfall at the eighteenth hole. This facility is considered to be major recreational facility in the City. Panoramic views of the golf course, Puente Hills, and the San Gabriel Mountains can be seen looking north from the Westridge Golf Club.

SCHOOL FACILITIES AND JOINT USE AGREEMENT

Another source of recreational open space within the City of La Habra is the various school playgrounds. Schools are accessible to residential neighborhoods and are generally improved with recreational facilities for school-age children. While school are not under the control of the City and school sites do not fit the official criteria of parks since schools are not considered "permanent open space," schools do provide play fields and playground equipment that neighborhood residents utilize during off-school hours. Further, the City participates in the conservation of recreational areas through a joint use agreement entered into by and between the City of La Habra and the La Habra City School District in October 1999 for use of school facilities' fields, as follows:

- **Arbolita Elementary School (West) Field**—used primarily for practice field during the year and regulation field for spring soccer
- **Walnut Elementary School (North) Field**—Pop Warner Football practice, girls softball practice, and potential soccer practice
- **Las Positas Elementary School (West and Northeast) Fields**—practice and regulation play for youth/adult soccer and girls softball
- **Sierra Vista Elementary School (Southwest) Field**—practice field use only for Little League and youth soccer.
- **Las Lomas Elementary School (North) Field**—practice field for soccer
- **Ladera Palma Elementary School (North) Field**—practice and regulation play for Pop Warner Football, Little League, and some soccer
- **Imperial Middle School (North) Field**—practice and regulation play for youth soccer—or adult when available—and girls softball
- **Washington Middle School (South) Field**—practice field use only for soccer, baseball, and girls/adult softball

The total collective acreage of all existing public schools in La Habra, including those listed above, is approximately 205 acres (refer to Figure 4.3-1 [Public School Facilities] in Section 4.3 [Schools]). As a rule of thumb, the average land area of City school sites devoted to open playground and athletic field areas is approximately 52 percent. Thus, roughly 107 acres of existing public school sites in the City can be considered as available public open space and recreational facilities for residents of La Habra.

PARKLAND STANDARD

The City of La Habra's minimum standard goal for providing local recreational facilities is 2.5 acres per 1,000 people. These recreational areas exclude school sites and private open space. At the time of drafting this Technical Background Report, the City provides for approximately 135.6 acres of existing parks. As a result, the park to population ratio—based on the City's 2010 population of 60,239[2]—is 2.25 acres of park per 1,000 La Habra residents. However, when considering La Habra's residents utilize adjacent neighborhood public schools for recreation during off-school hours, in addition to the fact that several schools in the La Habra City School District are under a joint use agreement with the City for recreation fields, as described above, the ratio of recreation facilities available to La Habra residents is increased to 4.0 acres per 1,000 residents.

RECREATION PROGRAMS

The City's Community Services Department, Recreation Division offers a variety of recreation programs, activities, and classes to local residents that include recreation classes, excursions for adults and youth, twelve special events, summer day camp and summer aquatic program, two youth sports leagues, and facility rentals. *Life in La Habra* is a quarterly publication of the City and the La Habra Area Chamber of Commerce that contains the schedule of all classes, tours, trips, and activities offered through Community Services Department, as well as news information related to La Habra events, activities, and businesses. The following programs, events, and classes are offered in La Habra.

- **Youth and Adult Classes**—These classes include a variety of dance, physical fitness and personal enrichment activities, are self-supported through user fees, and are offered to meet the needs and interests of La Habra residents.
- **Adult Excursions**—Adult excursions include day and overnight trips. The Recreation Department also partners with travel providers to offer extended trips to such destinations as Washington D.C., Chicago, and New England.
- **Special Events**—Special events include Spring Family Eggstravaganza, Annual La Habra 5K/10K Run, summer Concerts in the Park series, 4th of July, and Veterans Day.
- **Low Cost Summer Day Camp**—Day camp is offered for ten weeks each summer and provides the opportunity for full week or single day enrollment. There are usually two excursions each week, and the cost of the excursion is included in the weekly fee for those that attend for the full week.
- **Summer Aquatic Program**—Swim lessons for youth are offered from beginning to advanced levels at the La Habra High School pool from mid-June through August. The Community Service Department also provides recreational swim time. Due to limited access of the La Habra High School Pool, the aquatic program is limited to the summer months.
- **Youth Sports Leagues and Excursions**—Youth sports leagues include summer youth basketball and winter youth volleyball and youth excursions are offered in the summer and include trips to local attractions and beaches.
- **Park and Field Use**—Use of City parks by individuals, as well as coordinated efforts of joint use of City and school athletic fields by local nonprofit organizations such as Little League, AYSO, and Pop Warner.

[2] U.S. Census Bureau, American FactFinder, Fact Sheet: La Habra city, California (2010).

- **Facility Rentals**—Facility rentals for banquets and meetings are available at four separate facilities within the City.

In addition, the La Habra Social Services Division provides a number of senior and social service programs. Referrals, assistance, and services are available for senior citizens and those in need. Programming includes the following activities:

- Information and Referrals
- Telecare Senior Outreach
- La Habra Volunteer Program (LHVP)
- La Habra Shuttle Transportation
- CSS Senior Lunch Program and Meals on Wheels
- Preventive Health Care for Adults 50 & Over
- Health Fair & Flu Shots
- Legal Aid
- Older Adult exercise classes, which include Balance & Mobility, Physical Fitness, and Yoga
- Shelter and Food Referrals
- Graffiti Removal Program

EXISTING IMPROVEMENTS AND PROPOSED FACILITIES

Union Pacific Railroad right-of-way corridor

The City of La Habra has been active in improving existing park facilities in the City, while at the same time, considering new recreational facilities. The 7-year City of La Habra Capital Improvement Program (CIP) includes $10 million ($1 million in FY 2011/12 and $9 million in FY 2012/13) in federal funding (42nd Congressional District) for a proposed bike trail along the Union Pacific Railroad right-of-way from the west City limits to the east City limits. At present, the $10 million in federal monies is unfunded. The City also received a $472,560 grant from the State of California Department of Parks and Recreation for the Coyote Creek Bikeway La Habra segment (approximately 0.6-mile trail from Imperial Highway to the City limits with neighboring Los Angeles County) to be spent between March 2008 and June 2013. This bikeway project has been completed. Refer to the City's CIP fiscal year (FY) 2010/11 for a full description of park improvements.

PARK FINANCING/FEES

The City's park operations are financed primarily through property tax revenues. Chapter 15.48 (Residential Building Fees) of the La Habra Municipal Code, which provides the mechanism for the payment of fees or dedication of land, or combination thereof, for developing or rehabilitating existing neighborhood or community park or recreational facilities to serve the subdivision is another source of funding. The fees collected are solely for the purpose of producing revenue for the acquisition,

development, and maintenance of public parks. Through the City's CIP, park improvements are funded with City general fund monies and grants.

Issues/Implications

- La Habra's current park to population ratio is 2.25 acres of park per 1,000 La Habra residents, which is 0.25 acre short of meeting the City's minimum standard goal of 2.5 acres per 1,000 residents.
  - When considering the potential for La Habra residents to utilize an all purpose trail along the Union Pacific Railroad right-of-way with an estimated area of 7.8 acres or 340,000 square feet, the ratio of recreation facilities available to La Habra residents is increased to 2.38 acres per 1,000 residents.
  - When considering La Habra's residents utilize adjacent neighborhood public schools for recreation, in addition to several schools participating in joint use agreements with the City for the use of recreation fields, the ratio of recreation facilities available to La Habra residents is well over the City's minimum standard goal for providing local recreational facilities at 4.0 acres per 1,000 residents.
- Because the City of La Habra is almost entirely built out, the City faces limitations to increasing new park acreage.
- Opportunities to expand the existing parks or recreational facilities include the use of flood control channels and the Union Pacific Railroad line that bisects the City for trails and bikeways improvements may be available.
- The City is interested in the possibility of converting portions of the 19.4-acre Vista Grande Park into a sport park and reserving the area at the base of the park for a dog park.
- The City is interested in building a restroom facility at Osornio Park.
- The City is interested in establishing a gym in La Habra.
- The City Recreation Division does not have parks programming during the summer.
- The City Recreation Division has limited aquatic programming due to the limited access to a local high school's pool.
- The City Recreation Division's senior service programs have a limited amount of resources to support services.

References

La Habra, City of. *La Habra General Plan 2020 Natural Environment Background Report*, 1990.

U.S. Census Bureau, American FactFinder. Fact Sheet: La Habra city, California, 2010.

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4.2 LIBRARIES

Introduction and Background

This section describes La Habra's existing library services. The City of La Habra does not maintain its own library system. Rather, library services in La Habra are provided by the Orange County Public Libraries (OCPL), which is a network of community libraries that includes the La Habra Library branch. In total, the OCPL operates 33 branches and one outlet located in the Orangewood Children's Home that provide a variety of services to residents throughout Orange County. Information for this section is based on the OCPL website, other online sources, and personal communication with OCPL staff.

Regulatory Framework

STATE

CALIFORNIA EDUCATION CODE

Public Library Fund (PLF) is a state-funded program founded in 1850. It embodies the state's interest in the general disbursement of information and knowledge through free public libraries; encourage lifelong learning; supplement the system of free public education; help libraries serve as sources of information and inspiration to persons of all ages, cultural backgrounds and economic status; and furnish a resource for continuing education. The funds assure the availability to every resident of the state an adequate level of public library service regardless of the taxable wealth of the local jurisdiction providing the service. Funds are appropriated annually in the state budget to support the program. Localities may use the funds freely so long as the funds serve the public library purposes stated in the law.

The State provides funding to qualifying public libraries, based on the population of the library's service area. PLF funds have been authorized for $4,863,888 to the Orange County Library system for the 2010/11 fiscal year.[1]

Existing Conditions

LIBRARY FACILITIES

The La Habra Library branch building is owned by the City of La Habra and is located at 221 East La Habra Boulevard. This facility is the only branch of the OCPL within the City. The La Habra Library staffs 8.5 full-time employees.[2] The library's hours are from 10:00 AM to 8:00 PM Monday through Thursday, 10:00 AM to 5:00 PM Friday and Saturday, and 12:00 PM to 5:00 PM Sunday.

[1] California State Library, Public Library Fund FY 2010/2011 Estimates (Payment Based on Population), http://www.library.ca.gov/services/docs/ESTPLF2010.pdf (accessed November 29, 2010).
[2] Kathleen Wade, written communication from Regional Services Manager, Orange County Public Library, North Region (November 30, 2010).

The La Habra Library primarily serves La Habra residents. However, all OCPL cardholders may check out library materials from any of the OCPL's 33 branches, as well as from other libraries with reciprocal lending privileges.

Orange County Library, La Habra branch

COLLECTIONS

The La Habra Library includes a number of materials and databases including books, magazines, periodicals, business materials, reference documents, and community information available for use by patrons. The La Habra Library contains approximately 101,900 books, including the largest Spanish language collection in the United States.[3] Although not all special subject collections may be available at the La Habra Library branch, special subject collections including government documents, music scores, consumer health, cookbooks and genealogy are available at specific branches, and are available to La Habra. Additionally, the Interlibrary Loan Service provides access to books, journal articles, microfilm, and other materials that are not available from the OCPL system.

SERVICES AND PROGRAMS

The La Habra Library offers a number of services to assist its users. Computer services include an on-line catalogue and free internet access. Seventeen computers are available for public use with Internet access.[4] Many reference materials for a large number of subjects are available via the Library's databases and reference eBooks, which can be accessed electronically on four library computers. The La Habra Library also hosts cultural events, lectures, and groups, as well as book discussion groups, and teen programs.[5]

The Friends of the La Habra Library operates a used bookstore in the library. The proceeds help to fund library programs and materials.

FUNDING

The OCPL is a special district library and is funded by a number of revenue sources (listed in descending order) including: property taxes, California Public Library Fund, revenue from fines and fees, donations and grants.[6] The City provides no direct general funds to Library operations.

[3] Kathleen Wade, written communication from Regional Services Manager, Orange County Public Library, North Region (November 22, 2010).
[4] Orange County Public Library, La Habra Library, http://egov.ocgov.com/ocgov/OC%20Public%20Libraries/Library%20Locator/La%20Habra (accessed November 29, 2010).
[5] Orange County Public Library, La Habra Library Events, http://web.ocpl.org/events/?b=La%20Habra (accessed November 29, 2010).
[6] Kathleen Wade, written communication from Regional Services Manager, Orange County Public Library, North Region (November 30, 2010).

STANDARDS

The OCPL Level of Service criteria and the allocation of funds are based on a four tier system with a Tier 4 library being the largest and a Tier 1 library being the smallest. The La Habra Library is a Tier 3 and as such is allocated funding consistent with the expected service levels for libraries in this classification.

Future Conditions

PLANNED IMPROVEMENTS AND FACILITIES

No facilities or improvements are planned for the City at this time.

Issues/Implications

- Future population growth could result in a deficit of library facilities and services in La Habra requiring additional expansion and library materials acquisition.

References

California State Library. Public Library Fund FY 2010/2011 Estimates (Payment Based on Population). http://www.library.ca.gov/services/docs/ESTPLF2010.pdf (accessed November 29, 2010).

Orange County Public Library. La Habra Library. http://egov.ocgov.com/ocgov/OC%20Public%20Libraries/Library%20Locator/La%20Habra (accessed November 29, 2010).

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4.3 SCHOOLS

Introduction and Background

This section describes existing public and private school facilities, education programs, and planned improvements within the City of La Habra. Public schools must follow all federal, state, and local laws in educating children and adults. Such laws usually include specifics about funding, program development, and curriculum. Private schools are not subject to as many state and federal regulations, are funded independently, have more freedom in designing curriculum and instruction, and are not subject to the limitations of state education budgets. Information for this section is based upon information provided from the California Department of Education, the Fullerton Joint Union School District (FJUSD), the Lowell Joint School District (LJSD), and the La Habra City School District (LHCSD) websites and staff.

Regulatory Framework

STATE

CALIFORNIA STATE ASSEMBLY BILL 2926 (AB 2926)—SCHOOL FACILITIES ACT OF 1986

In 1986, AB 2926 was enacted by the State of California authorizing entities to levy statutory fees on new residential and commercial/industrial development in order to pay for school facilities. AB 2926, titled the School Facilities Act of 1986, was expanded and revised in 1987 through the passage of AB 1600, which added Sections 66000 et seq. of the Government Code. Under this statute, payment of statutory fees by developers would serve as CEQA mitigation to satisfy the impact of development on school facilities.

CALIFORNIA SENATE BILL 50 (SB 50)

The passage of SB 50 in 1998 defined the Needs Analysis process that is codified in Government Code Sections 65995.5 through 65998. Under the provisions of SB 50, school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. The fees (referred to as Level I fees) are assessed based upon the proposed square footage of residential, commercial/industrial, and/or parking structure uses. Level II fees require the developer to provide one-half of the costs of accommodating students in new schools, while the State would provide the other half. Level III fees require the developer to pay the full cost of accommodating the students in new schools and would be implemented at the time the funds available from Proposition 1A (approved by the voters in 1998) are expended. School districts must demonstrate to the State their long-term facilities needs and costs based on long-term population growth in order to qualify for this source of funding. However, voter approval of Proposition 55 on March 2, 2004, precludes the imposition of the Level III fees for the foreseeable future. Therefore, once qualified, districts may impose Level I and Level II fees, as calculated according to SB 50.

Existing Conditions

PUBLIC SCHOOL FACILITIES

Three public school districts currently serve the City of La Habra. The La Habra City School District (LHCSD) and Lowell Joint School District (LJSD) serve students in grades Kindergarten (K)–8, and the Fullerton Joint Union High School District (FJUHSD) serves students in grades 9–12.

LA HABRA CITY SCHOOL DISTRICT

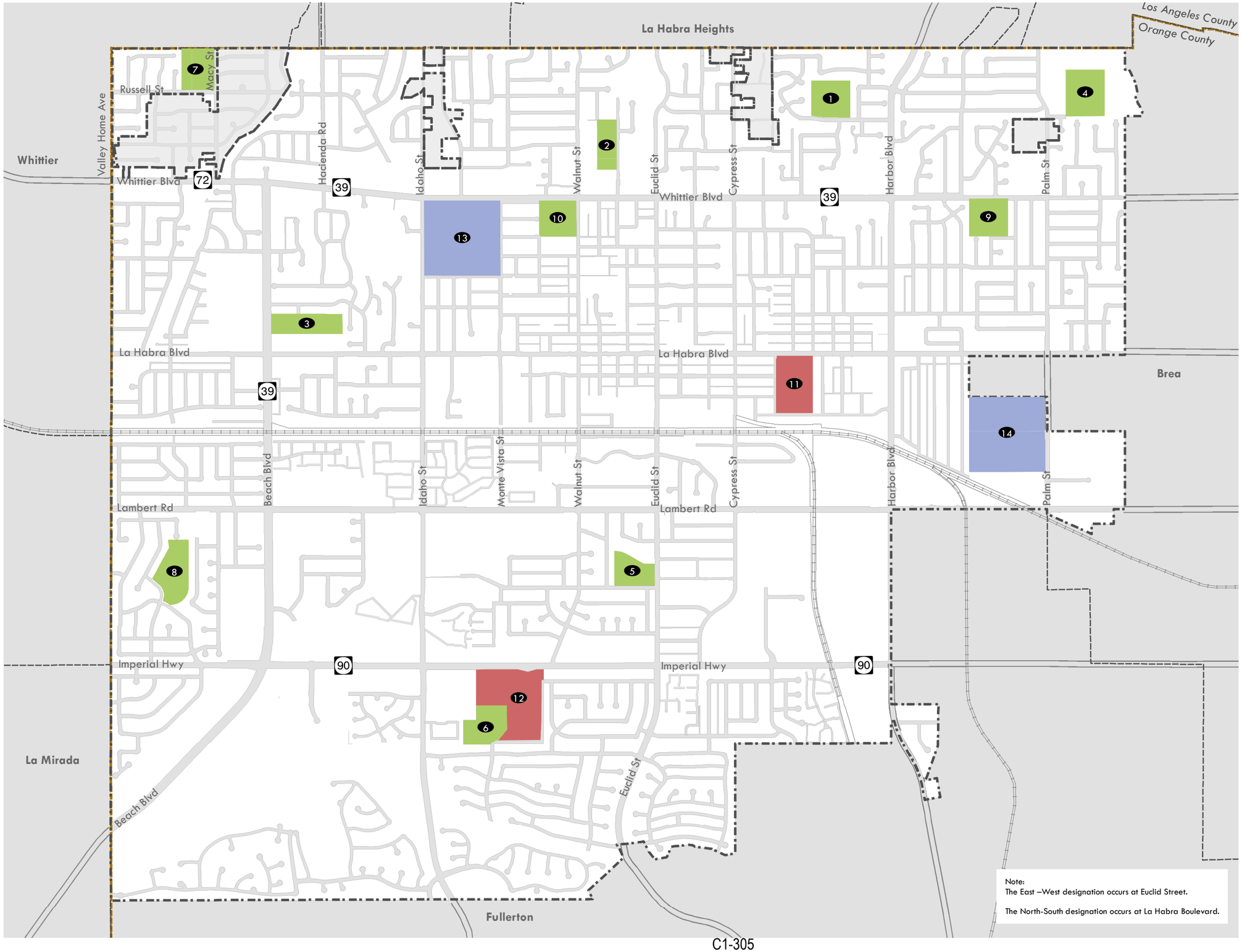
The LHCSD serves the City of La Habra and areas of the cities of Brea and Fullerton. The District operates seven elementary schools for K–5 and two middle schools for grades 6–8. Under the K–5 schools, K–2 students attend school at one site and students grade 3–5 attend another site. Sixth through eighth grade students attend one of the two middle schools in the district—Imperial Middle School and Washington Middle School. All District school sites are located within the City of La Habra. The location of LHCSD schools is shown on Figure 4.3-1 (Public School Locations) and listed in Table 4.3-1 (Public Schools Operated by the La Habra City School District).

Walnut Street Elementary School

Table 4.3-1 Public Schools Operated by the La Habra City School District

School	*Grades*	*Address*	*2009/10 Enrollment*
		ELEMENTARY SCHOOLS	
Arbolita Elementary School	K–2	1001 E. Brookdale Drive, La Habra	396
El Cerrito Elementary School	K–2	1051 N. Hillside, La Habra	426
Ladera Palma Elementary School	K–2	2151 E. Brookdale Avenue, La Habra	507
Las Lomas Elementary School	K–2	301 W. Las Lomas Drive, La Habra	520
Las Positas Elementary School	3–5	1400 S. Schoolwood Drive, La Habra	574
Sierra Vista Elementary School	3–5	1800 E. Whittier Avenue, La Habra	650
Walnut Elementary School	3–5	625 N. Walnut Street, La Habra	604
		Elementary School Subtotal	*3,677*
Middle Schools			
Imperial MS	6–8	1450 S. Schoolwood Drive, La Habra	949
Washington MS	6–8	716 E. La Habra Boulevard, La Habra	937
		Middle School Subtotal	*1,886*
		District Total	***5,563***

SOURCE: California Department of Education, Data Quest Enrollment Data, Time Series Public School Enrollment 2009/10, http://dq.cde.ca.gov/dataquest/page2.asp?level=School&subject=Enrollment&submit1=Submit (accessed December 7, 2010).



Note:
The East –West designation occurs at Euclid Street.

The North-South designation occurs at La Habra Boulevard.

City of La Habra
GENERAL PLAN

CITY of LA HABRA
General Plan Update

PUBLIC SCHOOL LOCATIONS

Legend

Elementary School

1. Arbolita School
2. El Cerrito School
3. El Portal School
4. Ladera Palma School
5. Las Lomas School
6. Las Positas School
7. Macy School
8. Olita School
9. Sierra Vista School
10. Walnut Street School

Middle School

11. Washington Middle School
12. Imperial Middle School

High School

13. La Habra High School
14. Sonora High School

La Habra City Limits
County Boundary
Railroad

Source: City of La Habra, January 2011
September 26, 2011
TBR/Schools.mxd

Miles
0 0.125 0.25 0.5

Figure 4.3-1

Table 4.3-1 lists schools within the LHCSD and the associated enrollments for the 2009/10 school year. As indicated in Table 4.3-1, the LHCSD served approximately 5,563 students in a total of nine public schools (K–8 grade).

LOWELL JOINT SCHOOL DISTRICT

The LJSD serves students in grades K–8 in the cities of La Habra, La Habra Heights, and Whittier. The district operates five elementary schools serving grades K–6, and one middle school serving grades 7–8. Of these six schools, three are located within the City of La Habra. The intermediate school is located in the unincorporated area of Los Angeles County. The location of LJSD schools is shown on Figure 4.3-1 (Public School Locations) and listed in Table 4.3-2 (Public Schools Operated by the Lowell Joint School District).

Table 4.3-2 Public Schools Operated by the Lowell Joint School District

School	*Grades*	*Address*	*2010/11 Enrollment*
Elementary School			
El Portal Elementary School	K–6	200 N. Nada Street, La Habra	442
Jordan Elementary School	K–6	10654 Jordan Road, Whittier	458
Macy Elementary School	K–6	2301 W. Russell Street, La Habra	560
Meadow Green Elementary School	K–6	12025 Grovedale Drive, Whittier	441
Olita Elementary School	K–6	950 S. Briercliff Drive, La Habra	469
		Elementary School Subtotal	*2,370*
Intermediate School			
Rancho-Starbuck Intermediate School	7–8	16430 Woodbrier Avenue, Whittier	744
		Middle School Subtotal	*744*
		District Total	***3,114***

SOURCES: Lowell Joint School District, District Schools, http://www.ljsd.org/schools/index.html (accessed October 22, 2010). 2010; California Basic Education Data System (CBEDS) LJSD 2010/11 Enrollment (sent by Andrea Reynolds on November 23, 2010).

Table 4.3-2 lists schools within LJSD and the associated enrollments for the 2010/11 school year, which for grades K–8 totaled approximately 3,114 students.

FULLERTON JOINT UNION HIGH SCHOOL DISTRICT

FJUHSD provides education to students in grades 9–12 for the cities of La Habra, Anaheim, Brea, Buena Park, Fullerton, La Habra Heights, La Mirada, La Palma, and Whittier. Students that attended LHCSD and LJSD schools, as well as two other school districts (for grades K–8) attend high school at one of the FJUHSD schools. The District operates six four-year comprehensive high schools, one continuation school, and one alternative school. La Habra High School and Sonora High School serve students living in the cities of La Habra, Brea, Fullerton, and La Habra Heights. The location of District schools is shown on Figure 4.3-1 (Public School Locations) and listed in Table 4.3-3 (Public Schools Operated by the Fullerton Joint Union High School District).

La Habra High School

District enrollment for the 2009/10 school year is approximately 15,047 students for grades 9–12. Table 4.3-3 lists schools within FJUHSD and the associated enrollments for the 2009/10 school year.

Table 4.3-3 Public Schools Operated by the Fullerton Joint Union High School District

School	*Grades*	*Address*	*2009/10 Enrollment*
Buena Park High School	9–12	8833 Academy Drive, Buena Park	1,961
Fullerton Union High School	9–12	201 E. Chapman Avenue, Fullerton	2,071
La Habra High School	9–12	801 W. Highland Avenue, La Habra	2,201
La Sierra High School	Alternative	951 N. State College Boulevard, Fullerton	1,073
La Vista High School	Continuation	909 N. State College Boulevard, Fullerton	435
Sonora High School	9–12	401 S. Palm Street, La Habra	2,168
Sunny Hills High School	9–12	1801 Warburton Way, Fullerton	2,511
Troy High School	9–12	2200 E. Dorothy Lane, Fullerton	2,627
		District Total	***15,047***

SOURCE: California Department of Education, California Longitudinal Pupil Achievement Data System (CALPADS), Fullerton Joint Union High School District, Academic Year 2009-2010 (as of October 7, 2009).

PUBLIC SCHOOL ENROLLMENT CAPACITY AND OVERCROWDING

The existing capacity of school districts serving the City of La Habra is computed based on loading standards in the California Code of Regulations, Title II, Section 1859.35, which sets capacity on a districtwide basis rather than a school-level basis. This is for the purpose of levying developer fees.

LA HABRA CITY SCHOOL DISTRICT

The enrollment capacity of the LHCSD is 4,450 for grades K–6, and 1,188 for grades 7–8, for a total of 5,638.[1] The district's enrollment during the 2009/10 school year was 5,563, and is therefore operating within the District's total enrollment capacity.[2]

[1] Caldwell Flores Winters, Inc., *Justification Report for the La Habra School District* (March 2006).
[2] Grant, Louise. Personal communication with Executive Secretary, La Habra City School District (August 18, 2011).

LOWELL JOINT SCHOOL DISTRICT

The enrollment capacity of the LJSD is 2,063 for grades K–6 and 733 for grades for grades 7–8, for a total of 2,796.[3] The district's total enrollment during the 2010/11 was 3,114, and is therefore experiencing overcrowding; however, communications with the LJSD indicate those schools within the City of La Habra are not experiencing overcrowding, and in fact, are projecting declining enrollment over the next few years.[4]

FULLERTON JOINT UNION HIGH SCHOOL DISTRICT

The enrollment capacity of FJUHSD is 14,298 for grades 9–12.[5] The district's enrollment during the 2009/10 school year was 15,047, and is therefore experiencing overcrowding; however, communications with staff from La Habra High School[6] and Sonora High School[7] indicate they are not experiencing overcrowding, and in fact, are projecting declining enrollment over the next few years.

PRIVATE SCHOOL FACILITIES

Whittier Christian High School

Whittier Christian High School is located in La Habra along Beach Boulevard and is a nonprofit Christian (no specific denomination) high school established in 1958. Whittier Christian is co-educational and has a 2009/10 school year enrollment of approximately 720 students in grades 9–12.[8] Additionally, La Habra is home to other smaller privately operated schools, developmental centers, and day care facilities such as Our Lady of Guadalupe Elementary School (grades K–8, enrollment approximately 408 students), Alternative Educational Service (grades K–8, enrollment approximately 10 students), Idaho Kiddie Land (grades pre-K–1, enrollment approximately 37 students), Pla-skool In The Pines (grades pre-K–K/day care, enrollment approximately 50 students), and Cleta Harder Developmental (special education school, no specific grade levels, enrollment approximately 19 students).

Future Conditions

ENROLLMENT PROJECTIONS

Table 4.3-4 (Student Generation Rates for New Housing) identifies pupil generation rates for new housing development for each district serving the City. The impact of a project on a school's overcrowding is initially determined by calculating the number of students expected to be generated using pupil generation rates (i.e., pupils per dwelling unit), broken down by grade and housing type.

[3] Caldwell Flores Winters, Inc., *Justification Report for the Lowell Joint School District* (February 2008).
[4] Blankenship, Rosie. Personal communication with Executive Assistant to Superintendent, Lowell Joint School District (August 18, 2011).
[5] Caldwell Flores Winters, Inc., *Justification Report for the Fullerton Joint Union High School District* (February 2008).
[6] Zener, Dr. Karl. Personal communication with Principal, La Habra High School (August 18, 2011).
[7] Oldenburg, John. Personal communication with Principal, Sonora High School (August 18, 2011).
[8] Whittier Christian High School, About Us: History & Background, http://www.wchs.com/pages/about/about_history.htm (accessed March 15, 2011).

However, the student projection calculation does not account for the increase in existing household size, which can lead to underestimating the number of students generated by a particular residence type and result in overcrowding in regions where household size has increased.

Table 4.3-4 Student Generation Rates for New Housing

	Single-Family	*Multi-Family*
La Habra City School District		
Grades K–5	0.270	0.435
Grades 6–8	0.145	0.201
Lowell Joint School District		
Grades K–6	0.213	0.076
Grades 7–8	0.401	0.096
Fullerton Joint Union High School District		
Grades 9–12	0.205	0.182

SOURCE: Caldwell Flores Winters, Inc., *Justification Report for the La Habra School District* (March 2006);
Caldwell Flores Winters, Inc., *Justification Report for the Lowell Joint School District* (February 2008);
Caldwell Flores Winters, Inc., *Justification Report for the Fullerton Joint Union High School District* (February 2008).

SITE SIZE

There is no standard for school site sizes for California educational facilities, but there are commonly used guidelines. The rule-of-thumb approach used for the past several decades recommended a minimum 10 net usable acres for elementary schools, 25 acres for middle schools, and 35 to 40 acres for high schools.[9]

FUNDING / RESOURCES

Funding mechanisms to support new construction and expansion of public elementary, intermediate, and high school facilities are provided by various state and local sources as described below:

STATE SOURCES

The major state funding program for providing permanent school facilities is the Leroy F. Greene State School Building Lease-Purchase Program of 1976 (Lease-Purchase Program), which is funded by state bonds. These bonds are placed on the ballot by the legislature on a regular basis for approval by voters. In 2000, adoption of Proposition 39 changed the required majority for local voter approval of bonds from two-thirds to 55 percent. Once these bonds receive voter approval, school districts may apply for the funds. Eligibility is based on a district's need to house current, as well as projected, enrollment. The Lease-Purchase Modernization Program is an affiliated program that provides funds for improvements to enhance facilities that are at least 30 years old.

[9] California Department of Education, Guide to School Site Analysis and Development (2000), http://www.cde.ca.gov/ls/fa/sf/guideschoolsite.asp (accessed March 9, 2007).

Another source of state funding is the School Facility Program (SFP) or Assembly Bill 16 (AB 16), administered by the State Office of New Public School Construction. In 2002, AB 16 created the Critically Overcrowded Schools (COS) program, which supplements the new construction provisions within the School Facilities Program. The COS program allows school districts with critically overcrowded school facilities, as determined by the California Department of Education, to apply for a preliminary apportionment for new construction projects.

The State Allocation Board authorizes school districts to collect developer fees to mitigate the impact that new development would have on school enrollment and new school site costs. Levels of developer fee contribution are determined by the State Allocation Board and increase annually. Current state statutes dictate that school districts have the authority to levy statutory or Level I fees on new development at rates of $2.97 per square foot of new residential and $0.47 per square foot for commercial and industrial development.[10] Because these Level I fees often do not generate sufficient funding for new schools, districts may use Level II fees to generate one-half the cost of providing new school facilities. Use of Level II fees assumes that the State will provide the other half of the cost of new schools through the issuance of general obligation bonds.

In the event that the State does not have funding available, participating districts have the option to temporarily increase the fees to Level III fees on new residential development to try and meet their needs if the district meets certain conditions, such as having 20 percent of the district's classrooms classified as able to be relocated. The district must, however, refund these funds when general obligation funds from the State do become available. It should also be noted that the California State Lottery provides a small allocation of monies (i.e., less than two-and-one-half percent of a school district's total income) to school districts that can be used as directed by the local governing school board or body. These monies are not typically used to fund construction projects due to source fluctuation of funds. The lottery funds are generally used for salaries, benefits for instructors, and classroom materials such as textbooks.

LOCAL SOURCES

Local funding sources used by the Districts serving the City include both nonrevenue and revenue monies. Nonrevenue funds include lease/purchases, certificates of participation, local bonds, and other mechanisms, which are typically loans. Revenue funds are generated from several sources, including the District's general fund, money from the sale of unused school sites, general obligation funds, redevelopment agreement funds, developer fees, and others such as grants, private donations, etc.

It is important to note that increases in the tax base do not necessarily affect the financial status of the school districts; therefore, a strong local economy does not necessarily mean that more school facilities can be built and that programs can be expanded. Other expenses, like increases in teacher salaries, are a part of the same total school district budget and may also decrease the limited budget for new development. Further, district compliance with future state or local regulations (i.e., provision of handicap-accessible structures) would also require additional funding.

[10] Caldwell Flores Winters, Inc., *Justification Report for the Fullerton Joint Union High School District* (February 2008).

Developer Fees

Developer fees are another source of funding available to districts. Developer Fee Justification Studies are prepared for each individual school district under the requirement of state law and provide specific fee amounts to be paid, as part of the development process, for the purpose of school funding. The reports provide justification for continuing to collect residential and commercial/industrial development fees, in accordance with state law. However, developer fees do not ensure the construction of new schools. School fees paid by developers may be spent on existing demand. Mitigation agreements are often used to help secure school construction funding.

School Bonds

Since developer fees do not ensure the construction of new schools or school-related facilities such as libraries or playgrounds, local bonds are used to fund such facilities. Bond money is also used for long-term upgrades to existing deficiencies within the school system. In 2002, Measure AA was passed which funded the upgrades of aging facilities and as well as the construction of new classrooms at most of the FJUHSD facilities.

Issues/Implications

- Future residential development and population growth in the City of La Habra may cause overcrowding to occur at schools within the La Habra City School District (LHCSD), Lowell Joint School District (LJSD), and Fullerton Joint Union High School District (FJUHSD).
- Future bonds may be needed to support ongoing school upgrades.

References

Blankenship, Rosie. Personal communication with Executive Assistant to Superintendent, Lowell Joint School District, August 18, 2011.

Caldwell Flores Winters, Inc. *Justification Report for the Fullerton Joint Union High School District*, February 2008.

———. *Justification Report for the La Habra School District*, March 2006.

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———. Data Quest Enrollment Data, Time Series Public School Enrollment 2009/10. http://dq.cde.ca.gov/dataquest/page2.asp?level=School&subject= Enrollment&submit1=Submit (accessed December 7, 2010).

———. Guide to School Site Analysis and Development, 2000. http://www.cde.ca.gov/ls/fa/sf/guideschoolsite.asp (accessed March 9, 2007).

Grant, Louise. Personal communication with Executive Secretary, La Habra City School District, August 18, 2011.

Lowell Joint School District. California Basic Education Data System (CBEDS) LJSD 2010/11 Enrollment, sent by Andrea Reynolds on November 23, 2010.

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4.4 POLICE SERVICE

Introduction and Background

This section provides information on the existing police protection services in the City of La Habra. Police protection services are provided to the entire City and its approximately 60,239 residents by the La Habra Police Department (LHPD). The LHPD operates a variety of programs, including a School Resource Officer Program and Police Canine Unit. The current staffing, equipment, response times, and standards for police services are described along with the ability to meet the current needs of the City. Information for this section was provided by the La Habra Police Department through written communication and website searches.

Regulatory Framework

LOCAL

CITY OF LA HABRA MUNICIPAL CODE

Chapter 2.52 (Emergency Services) of the La Habra Municipal Code addresses emergency preparedness powers and duties. The declared purposes of this chapter are to provide for the preparation and carrying out of plans for protection of persons and property within the City of La Habra in the event of an emergency; the direction of the emergency organization; and the coordination of the emergency functions of the city with all other public agencies, corporations, organizations and affected private persons. This chapter creates a disaster council and establishes its powers and duties. It is the duty of the disaster council to develop and recommend for adoption by the city council, emergency and mutual aid plans and agreements, as well as ordinances, resolutions, rules and regulations as necessary to implement such plans and agreements.

CITY OF LA HABRA EMERGENCY RESPONSE PLAN

This plan determines the actions to be taken by the City to prevent disasters where possible; to reduce the vulnerability of residents to any disasters that cannot be prevented; to establish capabilities for protecting citizens from the effects of disasters; to respond effectively to the actual occurrence of disasters; and to provide for recovery in the aftermath of any emergency involving extensive damage or other debilitating influence on the normal pattern of life within the community.

Existing Conditions

Police services are provided citywide by the La Habra Police Department (LHPD). The La Habra police station is located at 150 North Euclid Street. Refer to Section 4.5 (Fire Service), Figure 4.5-1 (Police and Fire Stations), for the location of the police station. Police operations have outgrown this facility since it was first constructed and plans will need to be developed to address future operational expansions and

La Habra police station

to adequately accommodate increases in functions, staff, or technology.[1] There is presently a need for more workstations, storage space, and repairs due to age-deterioration of the building.[2]

The LHPD is divided into two Divisions: Operations and Support Services. The Operations Division of the LHPD consists of the Traffic Bureau, Patrol Unit, Ambulance Control, and Emergency Services. The Support Services Division consists of the Investigations Bureau, Records Bureau, and Communications.

The Traffic Bureau manages the investigation and documentation of traffic collisions and enforcement of laws related to safe driving. Motor Officers focus their enforcement efforts on dangerous intersections, busy streets and other areas identified by citizen complaints, while the Community Service Officers complement these efforts by issuing parking citations, impounding vehicles, and taking accident reports.[3]

The Patrol Unit is responsible for general law enforcement duties, including maintaining regular patrols and responding to calls for service. The City is organized into four distinct districts, referred to as patrol areas, which uniformed officers are assigned to patrol during a shift. At minimum, a total of four patrol officers (one for each beat), one supervisor, and a watch commander are on duty. While on patrol, officers attempt to become thoroughly familiar with their patrol area and remain alert for anything unusual. Suspicious circumstances and hazards to public safety are investigated or noted, and officers are generally dispatched to individual calls for assistance within their area. During their shift, they may identify, pursue, and arrest suspected criminals; resolve problems within the community; and enforce traffic laws.[4]

The Investigations Bureau works closely with the Patrol Unit in maintaining police service to the community by providing thorough investigation of all reported crimes. The Investigations Bureau is divided into two distinct units; the General Investigations Unit and the Special Investigations Unit. Detectives assigned to the General Investigations Unit work on cases such as homicide, robbery, assault, domestic violence, child abuse, motor vehicle theft, burglary, larceny, and fraud. Detectives assigned to the Special Investigations Unit are assigned cases such as terrorism, narcotics, vice, and gang crime.[5]

The Records Bureau handles confidential communications with other justice agencies, prepares paperwork required by the courts, sends letters to citizens, and helps residents with questions. The

[1] Lt. Jerry Price, written communication from La Habra Police Department to Allison Studin, PBS&J (November 2, 2010).
[2] Lt. Jerry Price, written communication from La Habra Police Department to Allison Studin, PBS&J (November 2, 2010).
[3] La Habra Police Department, Operations, http://www.ci.la-habra.ca.us/section.cfm?id=90 (accessed November 24, 2010).
[4] La Habra Police Department, Operations, http://www.ci.la-habra.ca.us/section.cfm?id=90 (accessed November 24, 2010).
[5] La Habra Police Department, Investigations Bureau, http://www.lahabracity.com/article.cfm?id=147 (accessed November 16, 2010).

Communications Bureau handles all emergency 911 phone calls and dispatches officers on calls for service in the community.

The LHPD works closely with other City departments such as Planning and Building to review development plans for the inclusion of security equipment and electronics to reduce losses from burglary. A Security Ordinance specifying anti-burglary hardware and alarm requirements has been adopted.[6]

La Habra police car

STAFFING

The LHPD is authorized to staff 70 sworn and 38 nonsworn or civilian staff. At present, the LHPD has 65 sworn employees, one employee in the police academy, and is recruiting to fill the remaining open positions. Based on the City's 2010 population of 60,239[7] residents and La Habra's 65 currently sworn staff, the LHPD provides approximately 1.1 officers per 1,000 residents. The LHPD does not have an established officer per population standard, but has indicated that the current ratio of 1.1 officers per 1,000 residents is sufficient to provide basic services to the community.[8] As City population and funding increases, the Police Department will examine the need to increase the number of sworn personnel in order to maintain an acceptable officer-to-resident ratio.

A summary of existing authorized staffing levels is provided in Table 4.4-1 (Existing Authorized LHPD Staff Levels). The total number of required personnel reflects fully authorized and funded positions and is based on recommendations by police management and ultimately submitted to the City Manager by the Chief of Police.[9]

Table 4.4-1 Existing Authorized LHPD Staffing Levels

Level	*Authorized Full-Time Staff*
Sworn	
Chief	1
Captain	2
Lieutenant	3
Sergeant	12
Corporal	8
Officers	44
Subtotal Sworn	*70*

[6] City of La Habra, *La Habra General Plan 2020 Background Report*, Environmental Management Plan (1990).
[7] U.S. Census Bureau, American FactFinder, Fact Sheet: La Habra city, California, 2010.
[8] Lt. Jerry Price, written communication from La Habra Police Department to Allison Studin, PBS&J (November 2, 2010).
[9] Lt. Jerry Price, written communication from La Habra Police Department to Allison Studin, PBS&J (November 2, 2010).

Table 4.4-1 Existing Authorized LHPD Staffing Levels	
Level	***Authorized Full-Time Staff***
Nonsworn	
Bureau Manager	2
Communications Supervisor	1
Records Supervisor	1
Crime Analyst	1
Youth Services Officer	1
Community Servicers Officer	6
Parking Enforcement Officer	1
Property Technicians	1
Senior Police Secretary	1
Animal Control Officer	2
Communications Operator	10
Record Specialist	11
Subtotal Nonsworn	*38*
Total Personnel	***108***

SOURCE: Lt. Jerry Price, written communication from La Habra Police Department to Allison Studin, PBS&J (November 2, 2010).

STANDARDS

CALLS FOR SERVICE

In 2009, the LHPD received 46,064 calls for service. Calls are rated by priority, with Priority 1 (emergency) calls being the highest priority and Priority 6 calls being the lowest priority. Of the 46,064 calls received in 2009, 1,065 or 2.3 percent were Priority 1 calls. The average response time for emergency calls in 2009 was 3 minutes 42 seconds. The LHPD indicated that response times are at an acceptable level.[10] As City population and funding increases, the police department would examine the need to increase the number of sworn personnel in order to maintain an acceptable officer-to-resident ratio.

OFFICER-TO-RESIDENT RATIO

The LHPD does not have an established officer per number of population standard. As described above, the current officer-to-1,000-resident ratio is 1.1, which is sufficient to provide basic services to the

[10] Lt. Jerry Price, written communication from La Habra Police Department to Allison Studin, PBS&J (November 2, 2010).

community.[11] As City population and funding increases, the Police Department will examine the need to increase the number of sworn personnel in order to maintain an acceptable officer-to-resident ratio.

CRIME STATISTICS

The City experienced 1,359 Part 1 crimes in 2009. Part 1 crimes include homicide, rape, robbery, aggravated assault, burglary, vehicular burglary, theft, auto theft, and arson. Crime statistics are maintained by both Beat (Areas 1 through 4) and Reporting Districts (RD) of which there are 30. Part 1 crime statistics broken down by beat are provided in Table 4.4-2 (La Habra 2009 Part 1 Crime Statistics). The most common Part 1 crime in the City was theft with 659 incidents. Although each beat experienced a substantial number of thefts, roughly 42 percent (276 offences) of the reported thefts occurred in Beat Area 3. Beat Area 3 also experienced the most number of Part 1 crimes overall, compared to other areas. Beat Area 2 experienced the least number of crimes overall. The second most common Part 1 crime was vehicular burglary, with a total of 209 reported incidents.

Table 4.4-2 La Habra 2009 Part 1 Crime Statistics

Types	*Beat 1*	*Beat 2*	*Beat 3*	*Beat 4*	*Total*
Homicide	0	2	3	0	5
Rape	0	2	3	3	8
Robbery	20	10	19	11	60
Aggravated Assault	27	38	23	33	121
Burglary	34	40	67	48	189
Vehicle Burglary[a]	40	21	103	45	209
Theft	131	112	276	140	659
Auto Theft[a]	22	21	34	30	107
Arson[b]	—	—	—	—	—
Total	***275***	***246***	***528***	***310***	***310***

SOURCE: Lt. Jerry Price, written communication from La Habra Police Department to Allison Studin, PBS&J (November 18, 2010).

a. Vehicle burglary involves burglarizing a vehicle, while auto theft involves stealing a vehicle.

b. Arson information is maintained by the Los Angeles County Fire Department (LACoFD) and no location information was available at the time of drafting this Technical Background Report.

EXISTING PROGRAMS AND SERVICES

The LHPD operates the School Resource Officer Program, which includes three school resource officers covering two high schools and two middle schools. LHPD also operates a Police Canine Unit, which includes two canine handler teams.

[11] Lt. Jerry Price, written communication from La Habra Police Department to Allison Studin, PBS&J (November 2, 2010).

One way the department attempts to reduce losses from burglary and other illegal activities is to consult with business owners and residents in the community. Programs such as Neighborhood Watch have been very effective. The LHPD also offers a citizen online reporting system service that can be accessed from the City's website homepage.[12] This service is available for reporting crimes that occurred within La Habra, such as annoying phone calls, vehicle tampering, lost property, unlawful use of a credit card, thefts, identity theft, and vandalism where no suspect information is known. Reports made through this system are immediately issued a temporary number for processing, and once the report is approved, a permanent case number is assigned and the submitter is notified.

The La Habra Community Services Department works to eliminate graffiti seven days a week with the objective of cleaning up graffiti sites within 24 hours of the report via the City's Graffiti Hotline. Graffiti and vandalism are taken very seriously in La Habra. Those responsible are punished to the highest extent possible, including fines and possible imprisonment.

Issues/Implications

- Police operations have outgrown the existing LHPD facility and plans will need to be developed to address future operational expansions and to adequately accommodate increases in functions, staff, or technology. There is presently a need for more workstations, storage space, and repairs due to age-deterioration of the building. Two current possible scenarios for expansion of the facility include (1) build/expand on the current site, or (2) relocate to a secondary site in the City. Relocating the police station is a decision to be made based upon land availability, acceptable land costs, available funding, and land use, subject to the approval of the City Council.
- Based on the number of calls received in 2009 (46,064) and the City's 2009 estimated population (62,747), the LHPD received approximately three calls per every four residents annually. The average response time in 2009 for emergency calls was 3 minutes 42 seconds. The LHPD indicated that response times are at an acceptable level. A population increase in the City may result in an increase of three calls for service per every four residents annually, which may result in lengthened response times and subsequently the need for additional police personnel and equipment to provide and maintain adequate levels of police protection services. As City population and funding increases, the LHPD examine the need to increase the number of sworn personnel in order to maintain an acceptable officer-to-resident ratio.

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[12] City of La Habra, Online Services. http://www.ci.la-habra.ca.us/index.cfm (accessed March 14, 2011).

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4.5 FIRE SERVICE

Introduction and Background

This section provides information on the existing fire and emergency services in the City of La Habra. The current staffing, equipment, response times, and standards of these services are described along with the ability to meet the needs of the community. Information for this section was obtained from personal communication with the Los Angeles County Fire Department (LACoFD) and information provided on the LACoFD website.

Regulatory Framework

FEDERAL

FEDERAL EMERGENCY MANAGEMENT AGENCY

In March 2003, the Federal Emergency Management Agency (FEMA) became part of the U.S. Department of Homeland Security. FEMA's continuing mission within the new Department is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any major national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

DISASTER MITIGATION ACT OF 2000

In 2000, the Disaster Mitigation Act amended the Robert T. Stafford Disaster Relief Act of 1988. Among other things, this new legislation reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide by controlling and streamlining the administration of federal disaster relief and developing programs that promote hazard mitigation activities. Among the Act's major provisions:

- Funding for pre-disaster mitigation activities
- Developing experimental multi-hazard maps to better understand risk
- Establishing state and local government infrastructure mitigation planning requirements
- Defining how states can assume more responsibility in managing the Hazard Mitigation Grant Program (HMGP)
- Adjusting ways in which management costs for projects are funded

The mitigation planning provisions outlined in Section 322 of the Act establish performance-based standards for mitigation plans. The Act further requires states to provide for a public assistance program (Advance Infrastructure Mitigation [AIM]) to develop County government plans. Counties that fail to develop an infrastructure mitigation plan risk significant reduction in federal government assistance for repair/replacement of damaged facilities if that facility has been damaged on more than one occasion during the preceding 10-year period by a similar event.

UNIFORM FIRE CODE

The Uniform Fire Code includes specialized technical fire and life safety regulations which apply to the construction and maintenance of buildings and land uses. Topics addressed in the Code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings.

STATE

CALIFORNIA HEALTH AND SAFETY CODE

State fire regulations set forth in Sections 13000 et seq. of the California Health and Safety Code include regulations for building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

REGIONAL

LOS ANGELES COUNTY FIRE CODE

Chapter 15.46 (Fire Code) of the La Habra Municipal Code adopts Title 32 of the Los Angeles County Code that modifies and adopts the 2007 California Building Code and the 2009 International Fire Code. The Fire Code gives the Fire Chief the authority to inspect buildings and premises for the purpose of ascertaining the cause or condition of a fire or what contributed to its spread. The Los Angeles County Fire Code is applicable to La Habra because the City contracts with the LACoFD for fire suppression and emergency medical services.

LOCAL

CITY OF LA HABRA HAZARD MITIGATION PLAN

Adopted in 2007, the City's Hazard Mitigation Plan is required under the regulations of the Disaster Mitigation Act of 2000 and is a state- and federally approved plan that is necessary for the City to be eligible for certain disaster assistance and mitigation funding. The overall intent of the Hazard Mitigation Plan is to act as a strategic planning tool for the reduction or prevention of injury and damage from hazards in La Habra. This is achieved by establishing mitigation goals that provide guidelines for developing mitigation projects to provide prioritized hazard reduction. Mitigation decreases the demand for emergency response resources, reduces the principal causes of injuries and deaths, enables a quicker lifesaving response and economic recovery because the community infrastructure remains intact, and reduces the societal impacts of the emergency because it results in less disruption to the social environment.

CITY OF LA HABRA MUNICIPAL CODE

Chapter 2.52 (Emergency Services) of the La Habra Municipal Code addresses emergency preparedness powers and duties. The declared purposes of this chapter are to provide for the preparation and

carrying out of plans for protection of persons and property within the City of La Habra in the event of an emergency; the direction of the emergency organization; and the coordination of the emergency functions of the city with all other public agencies, corporations, organizations and affected private persons. This chapter creates a disaster council and establishes its powers and duties. It is the duty of the disaster council to develop and recommend for adoption by the city council, emergency and mutual aid plans and agreements, as well as ordinances, resolutions, rules and regulations as necessary to implement such plans and agreements.

Chapter 15.46 (Fire Code) of the La Habra Municipal Code adopts Title 23 of the Los Angeles County Code amended in 2010, the 2010 California Fire Code, and the 2009 International Fire Code that has been incorporated into the 2010 California Fire Code and the 2010 Los Angeles County Fire Code.

CITY OF LA HABRA EMERGENCY RESPONSE PLAN

This plan determines the actions to be taken by the City to prevent disasters where possible; to reduce the vulnerability of residents to any disasters that cannot be prevented; to establish capabilities for protecting citizens from the effects of disasters; to respond effectively to the actual occurrence of disasters; and to provide for recovery in the aftermath of any emergency involving extensive damage or other debilitating influence on the normal pattern of life within the community.

Existing Conditions

The City of La Habra, after disbanding its own City Fire Department in 2005, was the first city outside of Los Angeles County to contract with the LACoFD for fire suppression and emergency medical services. The LACoFD is a full service fire department that provides fire protection, emergency medical services, hazardous materials response, and other life safety services to 4.1 million residents in a 2,305-square-mile service area.

The LACoFD service area includes 58 District cities and all unincorporated county areas, excluding the City of Los Angeles. The City of La Habra is located in Division IV, Battalion 21 of the LACoFD, which covers the cities of La Habra, La Mirada, Whittier, Cerritos, and Norwalk and is comprised of nine stations, staffed 24 hours a day, 365 days a year.

FIRE STATIONS, STAFFING, AND EQUIPMENT

The LACoFD operates 169 fire stations, and has a total of 4,850 personnel. There are four stations that provide first-in jurisdictional coverage to the City. Three of these stations; Stations 191, 192, and 193 are located within the City limits, while Station 194 is located in the City of La Mirada immediately southwest of La Habra along S. Beach Boulevard on property owned by the City of La Habra. Table 4.5-1 (Fire Station Facilities) summarizes information on each fire station, including staffing and equipment at each facility. The locations of each of the fire stations providing first-in coverage to the City are identified in Figure 4.5-1 (Police and Fire Stations). The four stations are all staffed with at minimum a three-person assessment unit, which consists of one fire

LA County Fire Department Fire Station No. 192

captain, one firefighter specialist, and one firefighter/paramedic, at all times. Station 191 is also staffed with a two-person paramedic squad, which consists of two firefighter/paramedics.

Although the first-in jurisdictional coverage is provided by these four stations, the LACoFD operates under a regional concept in its approach to providing fire protection and emergency medical services. Emergency response units are dispatched as needed to an incident anywhere in the District's service territory based on distance and availability without regard to jurisdictional or municipal boundaries.

Table 4.5-1 Fire Station Facilities

Station	*Staffing*
Fire Station 191 850 W. La Habra Blvd La Habra, CA	3-person assessment engine company (1 Fire Captain, 1 Fire Fighter Specialist, and 1 Fire Fighter Paramedic) 2-person paramedic squad (2 Fire Fighter/Paramedics)
Fire Station 192 520 S. Harbor Blvd La Habra, CA	3-person assessment engine company (1 Fire Captain, 1 Fire Fighter Specialist, and 1 Fire Fighter Paramedic)
Fire Station 193 1000 Risner Way La Habra, CA	3-person assessment engine company (1 Fire Captain, 1 Fire Fighter Specialist, and 1 Fire Fighter Paramedic)
Fire Station 194 13540 S. Beach Blvd La Mirada, CA	4-person assessment engine company (1 Fire Captain, 1 Fire Fighter Specialist, 1 Fire Fighter Paramedic, and 1 Fire Fighter)

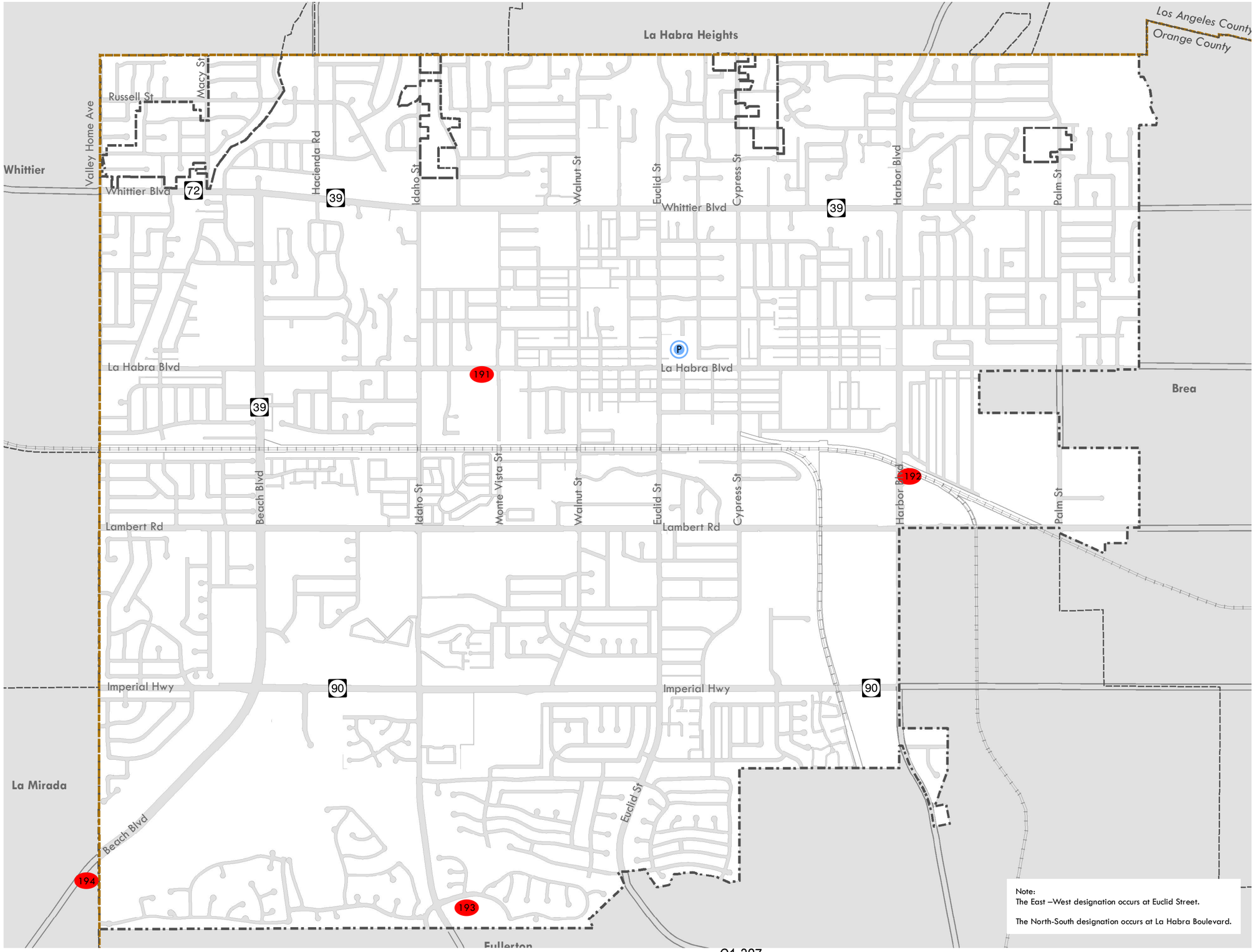
SOURCE: Debra S. Aguirre, written communication with Chief of Planning Division, Los Angeles County Fire Department (November 17, 2010).

FIRE AND MEDICAL INCIDENTS

In 2009, the LACoFD responded to a total of 302,960 incidents, including fire incidents, medical emergency services, and other incidents (e.g., false alarms, smoke scares, vehicle incidents, and other miscellaneous incidents). The number of incidents that occurred in 2009 represents an average annual increase of 2.25 percent between 2007 and 2009, from 289,605 in 2007, to 296,945 in 2008 to 302,960 in 2009.

Of the 302,960 incidents occurring in 2009, approximately 71 percent were medical emergency responses.[1] The number of fire incidents that occurred in 2009 (8,242) was less than the number of fire incidents that occurred in both 2008 and 2007; 8,640 and 9,719 respectively.[2] This reduction in fire incidents in past years may be attributed to the success of the Department's Fire Prevention Division, which focuses on educating the community about the benefits of proper safety practices and identifying and eliminating all types of hazardous conditions, which pose a threat to life, the environment, and property.[3] In contrast to fire incidents, the number of medical emergency responses increased, compared to what was experienced in 2008 and 2007.

[1] Los Angeles County Fire Department, 2009 Statistical Summary (2009).
[2] Los Angeles County Fire Department, 2009 Statistical Summary (2009).
[3] Los Angeles County Fire Department, Fire Prevention (2010), http://fire.lacounty.gov/FirePrevention/FirePrevention.asp (accessed November 29, 2010).



City of La Habra
GENERAL PLAN

CITY of LA HABRA
General Plan Update

POLICE AND FIRE STATIONS

Legend

- Police Station
- Fire Station 191
- Fire Station 192
- Fire Station 193
- Fire Station 194
- Railroad
- County Boundary
- La Habra City Limits

Source: City of La Habra, December 2010
Date Revised: March 16, 2011
Police_Fire.mxd

Miles
0 0.125 0.25 0.5

Figure 4.5-1

RESPONSE TIMES AND SERVICE STANDARDS

The LACoFD uses national guidelines that call for a 5-minute response time for the first arriving unit for fire and emergency medical service responses and eight minutes for the advanced life support (paramedic) unit in urban areas. During 2009, the average response time for the first arriving unit to an emergency incident within the City of La Habra was 4 minutes 15 seconds. The average non-emergency response time was 5 minutes 58 seconds. As such, the 2009 average response times fell within the established response time standard.

Paramedic truck

According to the LACoFD, there is no set standard or formula for determining acceptable levels of service. Indicators of need for additional resources and staffing include response times, incident loads, resident and transient population, and square footage of improvements. The LACoFD does not calculate service-to-population ratios, because such ratios do not properly reflect the need for fire protection and emergency medical services, and does not account for demand caused by non-residential structures, vehicular incidents, transient population, and vacant land with combustible vegetation.[4]

Currently, the LACoFD maintains acceptable equipment levels and staffing levels throughout the Department's jurisdictional boundaries. However, each additional development creates greater demands on existing resources. In the event that significant increases in demand for fire services occur in the City, this demand would be addressed through review of the impacts on existing resources and the current methodology for calculating the City's Annual Fee charged by the Department. The City's Annual Fee would then be adjusted based upon the service demands created by the increase in service.[5]

OTHER SERVICES

In addition to fire suppression, the LACoFD also provides fire prevention services, emergency medical services, and other support services including wildland fire control.

FIRE PREVENTION DIVISION

The Fire Prevention Division focuses on educating the community about the benefits of proper safety practices and identifying and eliminating all types of hazardous conditions, which pose a threat to life, the environment, and property. The Division is under the command of an Assistant Fire Chief designated as the Department's Fire Marshal. The Fire Prevention Division is comprised of the following sections.

- Regional Units I and II Sections are responsible for conducting plan checks for building processes and fire extinguishing systems. The eDAPTs Unit (electronic Development and Permit Tracking System), also part of Regional Units I and II, provides tracking and status of all plans submitted and annual inspections.

[4] Debra S. Aguirre, written communication with Chief of Planning Division, Los Angeles County Fire Department (November 17, 2010).
[5] Debra S. Aguirre, written communication with Chief of Planning Division, Los Angeles County Fire Department (November 17, 2010).

- Special Units I and II Sections are comprised of a number of specialized units including the Petroleum/Chemical Unit, the Schools and Institutions Units, Fire Investigation Unit, Codes and Ordinances Unit, and County Facilities Unit.
- Engineering Section consists of the Building Plan Check Unit, Fire Sprinkler Plan Check Unit, and the Fire Alarm Unit.

EMERGENCY MEDICAL SERVICES (EMS)

The Emergency Medical Services (EMS) personnel operating in La Habra are required to follow Orange County Emergency Medical Services (OCEMS) protocols and policies[6] and be dually certified as an emergency medical technician (EMT) in both Los Angeles and Orange counties. The OCEMS provides oversight to all providers of emergency medical services including fire departments, medical transportation providers, base hospitals, emergency departments, and trauma centers within Orange County. OCEMS also provides EMT and paramedic training programs. The LACoFD EMS Section includes a highly trained team of emergency medical professionals responsible for paramedic training, certification, equipment, quality improvement, and legal aspects for all EMS, basic and advanced. In addition, one registered nurse is in charge of quality improvement and a second nurse directs EMS continuing education.

HEALTH AND HAZARDOUS MATERIALS DIVISION (HHMD)

The Health and Hazardous Materials Division (HHMD) is part of LACoFD's Prevention Services Bureau and includes the following sections and units: Inspection Section, Emergency Operations Section, Special Operations Section (California Accidental Release Prevention Program [Cal-ARP] Unit, Investigations Unit, and Site Mitigation Unit), and Administration/Planning Section. In 1997, HHMD became a Certified Unified Program Agency (CUPA) to administer the following programs for all of Los Angeles County, except in the cities of El Segundo, Glendale, Long Beach, Los Angeles, Santa Fe Springs, Santa Monica, and Vernon:[7] the Hazardous Waste Generator Program, Hazardous Materials Release Response Plans and Inventory Program, Cal-ARP, the Aboveground Storage Tank Program, and the Underground Storage Tank Program. Additionally, the Department works with the Los Angeles and Santa Monica CUPAs as a Participating Agency (PA) for hazardous waste programs. The LACoFD is also a PA in Orange County for La Habra's hazardous materials program.

FORESTRY DIVISION

The Forestry Division is responsible for the review of environmental documents related to development and protection of oak tree resources, development of vegetation management plans and proposals, coordination of wildland fire planning, enforcement of the Department's brush clearance program, and review of fuel modification plans. The Forestry Division is comprised of three sections: Operations, Natural Resources, and Brush Clearance. During major emergencies, the Forestry Division is tasked with providing logistical support for operational personnel. Technical activities that the Forestry Division is involved with include the use of Geographic Information Systems (GIS) to map wildland fires and provide

[6] Orange County Health Care Agency, Emergency Medical Services, Policies, http://ochealthinfo.com/medical/ems/policies/ (accessed September 19, 2011).
[7] These cities are the CUPAs within their own jurisdictions.

assessments of limited natural resources. The Forestry Division also oversees development and staffs the Department's Infrared and Fire Mapping Program.[8]

MUTUAL AID AGREEMENTS

In addition to providing service within the service area, LACoFD also participates in automatic and mutual aid services with neighboring jurisdictions. The LACoFD is a partner in the Statewide Master Mutual Aid System, which includes the Brea Fire Department, Fullerton Fire Department, Los Angeles City Fire Department, CALFIRE, United States Forest Service, Orange County Fire Authority, and the Office of Emergency Services. This agreement allows local emergency service jurisdictions to call for assistance in the event of major incidents and establishes the communication and response protocols thereof.

Future Conditions

According to LACoFD at the time of drafting this Technical Background Report, there are no plans for additional staffing, equipment, or facility expansion in the City of La Habra.[9] In the event that significant increases in demand for fire services occur in the future resulting from new development and population growth, this demand would be addressed through review of the impacts on existing resources and the current methodology for calculating the City's Annual Fee charged by the Department. The City's Annual Fee would then be adjusted based upon the service demands created by the increase in service.[10]

Issues/Implications

- Future development and population growth in the City could impact the provision of fire services. Fire services may be adversely affected by new growth in the City.

References

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Orange County Health Care Agency. Emergency Medical Services, Policies. http://ochealthinfo.com/medical/ems/policies/ (accessed September 19, 2011).

[8] Los Angeles County Fire Department, Forestry (2010), http://fire.lacounty.gov/Forestry/Forestry.asp (accessed on November 29, 2010).

[9] Debra S. Aguirre, written communication with Chief of Planning Division, Los Angeles County Fire Department (November 17, 2010).

[10] Debra S. Aguirre, written communication with Chief of Planning Division, Los Angeles County Fire Department (November 17, 2010).

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CHAPTER 5 Mobility/Circulation

5.1 INTRODUCTION AND BACKGROUND

This chapter summarizes the existing transportation conditions in the City of La Habra planning area and addresses multi-modal transportation elements including conditions of the City's local roadway network, transit system, bicycle and pedestrian facilities, and goods movement infrastructure, which are all contributors to an integrated mobility system. Information for this chapter was primarily obtained from the Orange County Transportation Authority (OCTA) and the City of La Habra.

The City of La Habra is served by various transportation facilities including three State Highways (State Route 39 [Beach Boulevard and Whittier Boulevard east of Beach Boulevard to Harbor Boulevard], State Route 72 [Whittier Boulevard west of Beach Boulevard], and State Route 90 [Imperial Highway east of Beach Boulevard]); three transit providers (Orange County Transportation Authority [OCTA], Foothill Transit, and Norwalk Transit); and one freight rail line (Union Pacific Railroad). La Habra encompasses over 19 miles of bikeways and is developing a Bikeways Master Plan (refer to Section 5.4 of this chapter).

La Habra also has an ongoing program to enhance pedestrian facilities with curb ramps and tactile pads at major intersections, providing improvements to sidewalks, curb ramps, signs, and striping. The City of La Habra recognizes that a complete and balanced multi-modal transportation network is critical to meeting the needs of all users of the city's streets, roads, and highways to ensure that all users of the transportation system, including pedestrians, bicyclists, transit users, children, seniors, and the disabled have transportation options.

5.2 REGULATORY FRAMEWORK

Major state and federal regulatory legislation, laws, and programs guide the development and content of the City's General Plan 2020 Land Use and Circulation Element. This legislation includes the state Congestion Management Program (CMP), the State Transportation Improvement Program (STIP), Assembly Bill 1358 (The California Complete Streets Act), the Federal Transportation Conformity Regulation, and the Federal Americans with Disabilities Act of 1990. Requirements of regional agencies (e.g., the Southern California Association of Governments [SCAG] and the Orange County Transportation Authority [OCTA]) and the City's Municipal Code also play a role in shaping the plan for the Land Use and Circulation Elements.

Federal

TRANSPORTATION CONFORMITY REGULATION

In November of 1993, the U.S. Environmental Protection Agency (USEPA) adopted the Transportation Conformity Regulation. The conformity regulation established how regional transportation plans and programs must conform to the State Implementation Plan (SIP) for maintaining or achieving the Federal air quality standards established by the 1990 Federal Clean Air Act Amendments (CAAA). The purpose of

conformity is to ensure that regional transportation planning and programming remain consistent with state and local air quality planning efforts to achieve National Ambient Air Quality Standards (NAAQS).

COMPLETE STREETS

The Federal Highway Administration (FHWA) does not have an official complete streets policy; however, the concept is closely associated with the principles promoted by the Interagency Partnership for Sustainable Communities—a joint endeavor involving the U.S. Department of Transportation (USDOT), U.S. Department of Housing and Urban Development (HUD), and U.S. Environmental Protection Agency (EPA). The partnership aims to provide more transportation choices; support existing communities through transit-oriented, mixed-use development and land recycling (that is, reuse of abandoned, vacant, or underused properties for redevelopment); and value communities by investing in healthy, safe, and walkable neighborhoods.

AMERICANS WITH DISABILITIES ACT OF 1990

Titles I, II, III, and V of the Americans with Disabilities Act (ADA) have been codified in Title 42 of the United States Code, beginning at Section 12101. Title III prohibits discrimination on the basis of disability in "places of public accommodation" (businesses and nonprofit agencies that serve the public) and "commercial facilities" (other businesses). The regulation includes Appendix A to Part 36 (Standards for Accessible Design) establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility. Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 36 inches for the pedestrian travelway, and a vibration-free zone for pedestrians.

State

State law requires that a general plan incorporate a circulation or mobility element. California State Code Section 65302(b)(1) states that the general plan must incorporate "a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan." Section 65302(b)(2)(A) expands upon these requirements by outlining how the circulation element should be balanced to meet the needs of all users and "Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multi-modal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan." The following outlines specific state legislation and programs intended to carry out and build on the requirements outlined in Government Code Section 65302.

CONGESTION MANAGEMENT PROGRAM (CMP)

In June 1990, California voters approved legislation that increased funding for California's transportation system. With the passage of Proposition 111 new requirements were enacted for the transportation planning process that requires urbanized counties (such as Orange County) to prepare, adopt and biennially update a Congestion Management Program (CMP). Each county has a designated Congestion Management Agency (CMA) that is responsible for the development, monitoring, and biennial update of

the CMP. Orange County's CMA is the Orange County Transportation Authority (OCTA). The intent of this requirement is to address congestion problems on State Highways and principal arterials in a coordinated manner among state, regional, county, and city transportation and land use planning agencies to address regional and multi-jurisdictional issues related to congestion, land development, and air quality. The CMP ensures that limited transportation funds are more efficiently invested.

The goals of Orange County's CMP are to support regional mobility and air quality objectives by reducing traffic congestion; provide a mechanism for coordinating land use and development decisions that support the regional economy; and determine gas tax fund eligibility. To meet these goals, the CMP contains a number of policies designed to monitor and address system performance issues. OCTA developed the policies that makeup Orange County's CMP with local jurisdictions, the California Department of Transportation, and the South Coast Air Quality Management District. The CMP applies to all incorporated cities and unincorporated areas of Orange County. CMP's are comprised of the following required elements:

- Definition of the CMP system
- Establishment of level of service standards
- Transportation Demand Management (TDM) element
- Element for analyzing the impacts of land use decisions
- System-wide multi-modal performance element
- Seven-year capital improvement program

To ensure the effectiveness of the CMP, the CMA must monitor its implementation and annually determine that cities and counties are conforming to the following requirements:

- Consistency with level of service standards
- Adoption of Capital Improvement Programs
- Adoption and implementation of a program to analyze the impacts of land use decisions, including an estimate of the costs associated with mitigating those impacts
- Adoption and implementation of deficiency plans when highway and roadway level of service standards are not maintained

Cities and counties have a vested interest in developing and implementing CMP's because the programs are a prerequisite for obtaining federal, state, and local monies. The CMP uses an Intersection Capacity Utilization (ICU) monitoring method, developed with technical staff members from local and state agencies, for measuring the Level of Service (LOS) at CMP Highway System (CMPHS) intersections. CMP statute requires that CMPHS intersections maintain a LOS grade of "E" or better; unless the baseline in 1992 was lower than "E". OCTA has an established CMP Highway System, consisting of Orange County's State Highways and arterials from OCTA's Smart Street network. For any CMPHS intersection performing below the established LOS standards, the responsible agency must identify improvements necessary to meet the standards.

OCTA determines if the local jurisdictions are in conformance with the CMP by monitoring the following:

- Consistency with level of service standards
- Adoption of Capital Improvement Programs
- Adoption and implementation of a program to analyze the impacts of land use decisions

- Estimate of the costs associated with mitigating impacts, and
- Adoption and implementation of deficiency plans when highway and roadway level of service standards are not maintained.

If local jurisdictions are not in conformance with the region's CMP, the increment of local subvention funds (Proposition 111) made available through the increased gasoline tax may be withheld (Section 65089.5). If the issue of nonconformance is not corrected in 12 months, the apportionment withheld will be allocated to the CMA. The CMA is then required to use the withheld amount to finance regionally significant projects in the CMP capital improvement program countywide.

The following CMP routes and intersections are located within the City of La Habra:

CMP Routes

- Beach Boulevard (SR-39)
- Whittier Boulevard west of Beach Boulevard (SR-72)
- Imperial Highway east of Beach Boulevard (SR-90)
- Harbor Boulevard south of Imperial Highway

CMP Intersections

- Beach Boulevard at Whittier Boulevard
- Beach Boulevard at Imperial Highway
- Harbor Boulevard at Imperial Highway

These facilities are described in more detail in Section 5.3 of this chapter which describes the City's existing roadway network. A map identifying CMP routes and intersections is also provided in Section 5.3 (see Figure 5-5 General Plan Study Intersections).

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The California Transportation Commission (CTC) administers transportation programming. Transportation programming is the public decision-making process, which sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multi-year period to transportation projects. The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The California Department of Transportation (Caltrans) manages the operation of State Highways, including the freeways passing through the Southern California region.

ASSEMBLY BILL 1358 (THE CALIFORNIA COMPLETE STREETS ACT OF 2008)

On September 30, 2008, Governor Schwarzenegger signed Assembly Bill (AB) 1358, the California Complete Streets Act. The legislation impacts local general plans by requiring that upon any "substantial revision" circulation elements must be modified to plan for complete streets. It is therefore anticipated that implementation of AB 1358 will directly influence administration of this City General Plan

Circulation Element. AB 1358 also requires the Governor's Office of Planning and Research (OPR) to provide the cities with guidelines by 2014.

The legislation impacts local general plans by adding the following language to Government Code Section 65302(b)(2)(A) and (B):

> (A) Commencing January 01, 2011, upon any substantial revision to the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multi-modal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, and urban context of the general plan.
>
> (B) For the purposes of this paragraph, 'users of streets, roads, and highways' means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors".

CLIMATE CHANGE/GREENHOUSE GAS (GHG) EMISSIONS

Climate change legislation in California has been active over the past several years. Two well-known bills are Assembly Bill (AB) 32, which established greenhouse gas emission (GHG) targets, and Senate Bill (SB) 375, which required Metropolitan Planning Organizations (MPOs) to create plans to meet those targets. The Governor's Office of Planning and Research (OPR) performed a statewide study of GHG contributors and developed a checklist of means to reduce these emissions.

AB 32's GHG emission reduction targets would be achieved through two principal strategies: changing behavior in vehicle use, and changing land use development patterns. These strategies would require integration of planning processes for transportation, land use, and housing. SB 375 was passed to support the goals of AB 32, which provide incentives for projects that are consistent with the regional Sustainable Communities Strategy (SCS) such as transit-related, mixed-use, and similar projects. SB 375 requires that decisions relating to the allocation of transportation funding be consistent with regional SCSs. For additional information regarding climate change/GHG and AB 32 please refer to Section 6.3 (Air Quality/Greenhouse Gas Emissions) of this Technical Background Report.

Regional

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)

Every four years the Southern California Association of Governments (SCAG) updates the Regional Transportation Plan (RTP) for the six-county region that includes Los Angeles, San Bernardino, Riverside, Orange, Ventura, and Imperial counties. Work is underway on the 2012 RTP update, and because of the requirements established with SB 375, SCAG is tasked with developing a Sustainable Communities Strategy (SCS) as part of the 2012 RTP that provides a plan for integrated land use and transportation planning to meet the emissions reduction targets. Based on communications with SCAG in the development of the 2012 RTP growth projections, the SCAG region is expected to grow from 17 million people in 2008 to nearly 22 million by 2035. To prepare for this future growth, SCAG has developed the

Compass Blueprint regional planning process. The Compass Blueprint outlines four key principles guiding regional growth:

- Mobility—Getting where we want to go
- Livability—Creating positive communities
- Prosperity—Long-term health for the region
- Sustainability—Promoting efficient use of natural resources

To realize these principles, SCAG encourages the following policies:

- Focusing growth in existing and emerging centers and along major transportation corridors
- Creating significant areas of mixed-use development and walkable communities
- Targeting growth around existing and planned transit stations
- Preserving existing open space and stable residential areas

From a transportation perspective, it will be the objective of the updated General Plan to consider how land uses will be distributed to conform to SCAG's Compass Blueprint. This will include prioritizing growth around transit stations, growth along transportation corridors, and growth of land uses amenable to pedestrian travel.

Local

LOCAL SUBVENTION FUNDS

As discussed above, if local jurisdictions are not in conformance with the region's CMP, the increment of local subvention funds (Proposition 111) made available through the increased gas tax may be withheld (Government Code Section 65089.5(b)). If the issue of nonconformance is not corrected in 12 months, the apportionment withheld will be allocated to the CMA. The CMA is then required to use the withheld amount to finance regionally significant projects in the CMP capital improvement program countywide.

The Orange County CMP specifies that a project cannot be allowed to reduce the Intersection Capacity Utilization (ICU) by more than 3 percent at a location that is forecast to experience level of service (LOS) E or LOS F, generally. This criterion is generally less stringent than City requirements, so any project that meets the City General Plan criteria will also normally meet the County CMP criteria. The current level of service standard for the CMP designates LOS E as the minimum acceptable level of service. The CMP designated network for La Habra includes Whittier Boulevard west of Beach Boulevard, Imperial Highway east of Beach Boulevard, Beach Boulevard, and Harbor Boulevard south of Imperial Highway.

The Orange County CMP also includes a component for land use analysis to ensure that the impacts of land use development on the designated CMP system are documented. This component defines the CMP Traffic Impact Analysis process recommendation as requiring a TIA for any project generating 2,400 or more daily trips or 1,600 daily trips on a CMP highway segment.[1] This number is based on analysis of impacts which will be 3 percent or more of existing intersection capacity.

[1] Orange County Transportation Authority. *Orange County Congestion Management Program*, page 86, Appendix B-1 (October 2009).

TRAFFIC IMPROVEMENT FEE (MUNICIPAL CODE CHAPTER 10.48)

The Traffic Improvement Fee (La Habra Municipal Code, Chapter 10.48) was established to implement the goals and objectives of the City's Growth Management Element and the Circulation Element of the General Plan, to provide funds to assist in the fulfillment of the Master Plan of Arterial Highways (MPAH) as defined in the La Habra General Plan, Circulation Component, and to mitigate the traffic impacts caused by new development within the City through the construction of certain traffic improvements. As a development traffic mitigation measure, future developments must incorporate fair share participation into the cost of maintaining level of service standards and development of future transportation systems. The Traffic Improvement Fee applies to any new construction or use that requires the issuance of a building permit or other City use entitlement and which generates additional traffic impacts above that generated by the previous use of the land.

The fee allocates costs of needed transportation improvements to a development based on the net traffic impact of the development. The fee allocation is based on the project's PM peak hour trip ends multiplied by the established trip fee rate as outlined in City of La Habra Resolution No. 4193.

The revenues raised by payment of the Traffic Improvement Fee are placed in a separate and special account to be used for such circulation and roadway improvements as the construction of or improvement to street rights-of-way, traffic signals, over crossings, underpasses, curbs, gutters, sidewalks, street pavement, and drainage improvements. The required improvements must be necessary to provide traffic circulation consistent with the Land Use and Mobility Element of the La Habra General Plan. Specific purposes that Traffic Improvement Fee revenues may be applied to include:

- To pay for right-of-way acquisition, engineering, and construction of designated public facilities as identified in the resolution establishing each fee;
- To reimburse the City for roadway improvements constructed by the City with local funds from other sources; or
- To reimburse developers who have constructed designated public facilities having size, length or capacity beyond that needed to mitigate impacts of the individual development project as determined by the City Engineer or designee.

TRAFFIC PHASING PLAN (MUNICIPAL CODE CHAPTER 10.52)

The Traffic Phasing Plan (La Habra Municipal Code, Chapter 10.52) was established for the intent of major development to be adequately accommodated by the existing transportation system. The proposed development may be permitted to proceed only if deficient areas are properly addressed through new facilities, any impacts to the existing system are mitigated in concurrence with the proposed development, trip generation reduction measures are adopted to alleviate traffic impacts, and/or the proposed development is phased to eliminate any significant impacts. If it is determined that feasible identified improvements create an unreasonable burden on the project, payment of a fee by the project to fund construction of the improvements shall bear a prorated share to the traffic generated at the impacted intersection.

The Traffic Phasing Plan specifies the following requirements for alleviating traffic impacts of major new developments:

1. The project will not, at a minimum, create nor make worse an unsatisfactory level of traffic service at any study street segment or intersection.
2. The project will provide for improvements so that an unsatisfactory level of traffic service will not be created nor made worse at the study locations.
3. An overall benefit to the traffic circulation system is provided as identified through a list of improvements, programs, and/or actions with estimates of costs that will:
   a. Result in a level of service improvement of the overall circulation system to offset impacts which will remain unimproved; and
   b. May be required to show improvements in air quality as specified in the growth management element of La Habra's General Plan 2020.
4. If feasible identified improvements cannot be provided based on available information indicating that project size, location and/or impacts when compared to the cost of necessary improvements creates an unreasonable burden on the project to the City to condition the project to complete the improvement(s), payment of a fee by the project to fund construction of the improvements shall bear a prorated share to the traffic generated at the impacted intersection.

Based upon the findings above, the project will provide required improvements or a traffic impact fee as determined by the City Engineer or designee.

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM (NTMP)

The Neighborhood Traffic Management Program (NTMP) is a City-wide initiative to treat traffic calming issues. The need for the program stemmed from the City's desire for a systematic approach to handling neighborhood traffic requests. The main goal of the NTMP program is to improve livability by reducing the impact of traffic, which promotes safe and pleasant conditions for all street users. The goal has four primary objectives:

- To reduce speeds and cut-through traffic volumes
- To enhance the neighborhood environment
- To improve driver behavior
- To improve pedestrian and bicyclist safety

Traffic Calmed Area sign on Dexford Drive north of La Habra Boulevard

These objectives are pursued through a combination of parallel strategies, known collectively as the "Three E's:"

- Education – Information-sharing and awareness raising, targeting drivers, pedestrians, and bicyclists about the best ways to share the road
- Engineering – Physical measures constructed to lower speeds, improve safety, or otherwise reduce the impacts of motor vehicles
- Enforcement – Targeted police enforcement supports neighborhood goals

The NTMP process is separated into four key components focusing on specific tasks towards developing street/neighborhood traffic management plans. The four components of the process are:

- Plan Initiation
- Plan Development
- Plan Support
- Plan Implementation

Information on the specifics of the program process can be found in the *City of La Habra 2006 Neighborhood Traffic Management Program*.

Speed lumps on Dexford Drive north of Berkley Avenue

The City of La Habra has completed two traffic calming plans to address resident concerns about cut-through traffic, speeding, traffic volumes, and pedestrian safety. The plans were developed by Neighborhood Traffic Committees and involved intensive community outreach programs with citizen input, including neighborhood workshops focusing on issues reflecting the diverse characteristics of different areas of the City. The outreach efforts also involved press releases, mailings, flyer postings, email, and the City's website.

The two traffic calming plans completed to date include:

- **Costco Neighborhood**, generally bounded by Story Avenue, Beach Boulevard, Whittier Boulevard and the West City Limits.
- **La Habra East Neighborhood**, generally bounded by Harbor Boulevard, La Habra Boulevard, the East City Limits and the North City Limits.

For these and future plan areas the NTMP process incorporates steps to provide for citizen input and determine general public support of the plans. Neighborhood Traffic Committees developed the two completed traffic calming plans with input from City staff and a traffic calming consultant. The public was also invited to review and comment on these plans. The City also requested comments from the general public outside of the plan neighborhoods. The Neighborhood Traffic Committees generally assessed the practicality of incorporating the various traffic-calming, pedestrian-safety, and congestion-relief measures for each of these plan areas and selected various NTMP treatment options for the plans. Potential options included such devices as speed lumps, traffic circles, median islands, chicanes, and peak hour turning movement restrictions.

The intent of the NTMP is to better accommodate residents' requests to address traffic-related concerns and provide the City with a systematic approach to handling these requests. Additional traffic calming

plans will be implemented in other areas of the City according to a priority ranking system provided in the NTMP. Neighborhood meetings will be conducted after the committees are formed to develop neighborhood traffic management plans for these neighborhoods, incorporating appropriate traffic calming measures to address traffic-related issues. For more information, see the NTMP Existing Conditions discussion on page 5.3-55.

5.3 EXISTING CONDITIONS

Functional Roadway Classifications

As depicted on the 2020 General Plan Functional Roadway Classification Map (Figure 5-1), the City roadway network is comprised of seven major classes of streets developed to provide regional traffic movement and local access including Augmented Arterial Highway (Smart Street), Major Arterial Highway, Modified Major Arterial, Primary Arterial Highway, Modified Primary Arterial, Secondary Arterial Highway, and Commuter Arterial. The Major and Primary Arterial classifications and Smart Streets primarily serve through traffic. Secondary Arterial Highways and Commuter Arterials function as collectors funneling traffic from local streets to Primary Arterials, Major Arterials, and Smart Streets. Each functional roadway classification is described below and the terminology referenced in this chapter documenting existing mobility/circulation conditions is consistent with the City of La Habra 2020 General Plan.

AUGMENTED ARTERIAL HIGHWAY (SMART STREET)

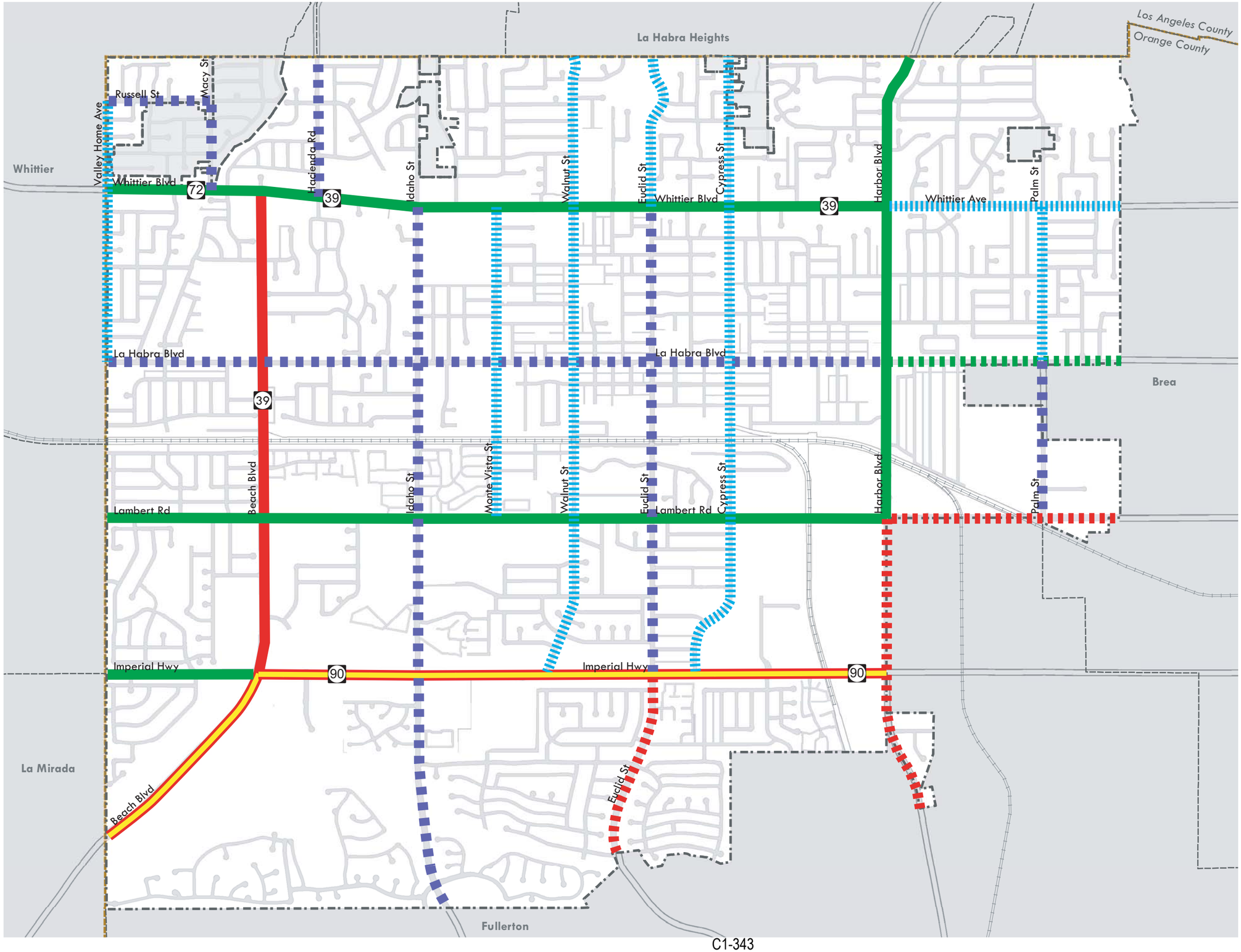
All Augmented Arterials (Smart Streets) are "Principal Arterials" (Arterial Class 1), and are designated as six- to eight-lane divided roadways with improved roadway traffic capacity and smooth traffic flow achieved through measures such as traffic signal synchronization, bus turnouts, intersection improvements, and addition of travel lanes by removing on-street parking and consolidating driveways. In La Habra the following streets are classified as Smart Streets:

- Beach Boulevard south of Imperial Highway
- Imperial Highway east of Beach Boulevard

MAJOR ARTERIAL HIGHWAY

A Major Arterial Highway is designated as a six-lane divided roadway, with a typical right-of-way width of 120 feet and a roadway width from curb-to-curb of 102 feet. In La Habra the following street is classified as a Major Arterial Highway:

- Beach Boulevard north of Imperial Highway



City of La Habra
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2020 General Plan Functional Roadway Classification Map

Legend

- Railroad
- La Habra City Limits
- County Boundary
- Augmented Arterial (Smart Street)
- Major Arterial Highway
- Modified Major Arterial Highway
- Primary Arterial Highway
- Modified Primary Arterial Highway
- Secondary Arterial Highway
- Commuter Arterial

Source: La Habra General Plan 2020.
Note: Imperial Highway between Beach Boulevard and Harbor Boulevard was updated to reflect 2011 conditions. The City adopted the reclassification of Whittier Avenue and Palm Street between Whittier Avenue and La Habra Boulevard in May 2009.

Miles
0 0.125 0.25 0.5

Figure 5-1

MODIFIED MAJOR ARTERIAL

A Modified Major Arterial is designed to accommodate traffic volumes when a Major Arterial Highway is warranted in already developed areas, but a full 120 feet of right-of-way is not feasible due to existing structures or topography. A Modified Major Arterial is developed as a six-lane facility within a 100-foot right-of-way and a roadway width from curb-to-curb of 84 feet. This generally requires removal of all on-street parking. In La Habra the following streets are classified as Modified Major Arterials:

- Euclid Street south of Imperial Highway
- Harbor Boulevard south of Lambert Road
- Lambert Road east of Harbor Boulevard

PRIMARY ARTERIAL HIGHWAY

A Primary Arterial Highway is designated as a four-lane divided roadway, with a typical right-of-way width of 100 feet and a roadway width from curb-to-curb of 84 feet. A Primary Arterial Highway's function is to service non-local through traffic and provide limited local access. In La Habra the following streets are classified as Primary Arterial Highways:

- Harbor Boulevard north of Lambert Road
- Whittier Boulevard west of Harbor Boulevard
- Lambert Road west of Harbor Boulevard
- Imperial Highway west of Beach Boulevard

MODIFIED PRIMARY ARTERIAL

A Modified Primary Arterial is designed to accommodate traffic volumes when a Primary Arterial is warranted in already developed areas, but a full 100 feet of right-of-way is not feasible due to existing structures or topography. A Modified Primary Arterial is developed as a four-lane facility within an 80-foot right-of-way and a roadway width from curb-to-curb of 64 feet. This generally requires removal of on-street parking, restriping for left-turn channelization, and prohibition of left-turns during peak hours if there is insufficient right-of-way for channelization. In La Habra the following street is classified as a Modified Primary Arterial:

- La Habra Boulevard east of Harbor Boulevard

SECONDARY ARTERIAL HIGHWAY

A Secondary Arterial Highway is designated as a four-lane undivided roadway, with a typical right-of-way width of 80 feet and a roadway width from curb-to-curb of 64 feet. A Secondary Arterial Highway serves as a collector, distributing traffic between local streets and Major and Primary Arterials. Although some Secondary Arterial Highways serve as through routes, most provide more direct access from surrounding land uses than do Major or Primary Arterials.

In La Habra the following streets are classified as Secondary Arterial Highways:

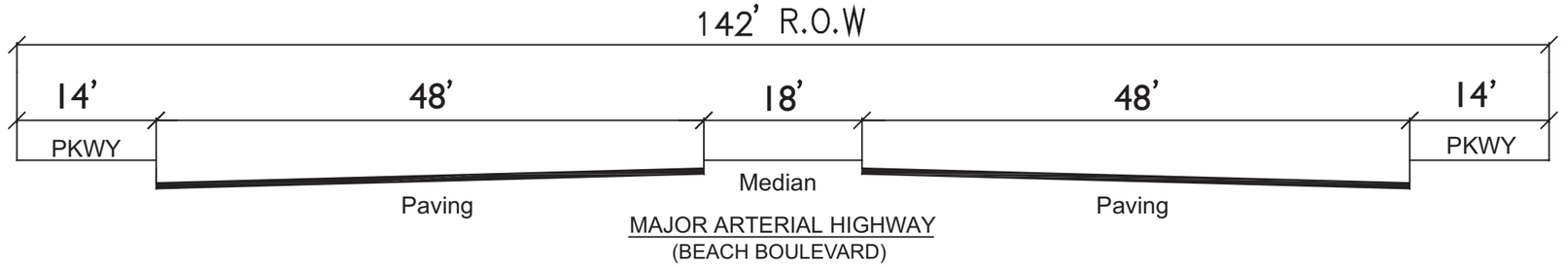
- Russell Street west of Macy Street
- Macy Street north of Whittier Boulevard
- Euclid Street between Whittier Boulevard and Imperial Highway
- Idaho Street south of Whittier Boulevard
- La Habra Boulevard west of Harbor Boulevard
- Palm Street between La Habra Boulevard and Lambert Road
- Hacienda Road north of Whittier Boulevard

COMMUTER ARTERIAL

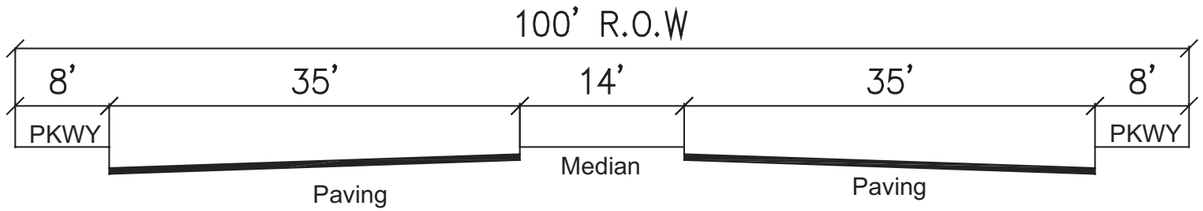
A Commuter Arterial is designated as a two-lane undivided, unrestricted access roadway, with a typical right-of-way width of 60 feet and a roadway width from curb-to-curb of 40 feet. In La Habra the following streets are classified as Commuter Arterials:

- Valley Home Avenue from Russell Street to La Habra Boulevard
- Euclid Street north of Whittier Boulevard
- Whittier Avenue east of Harbor Boulevard
- Cypress Street north of Imperial Highway
- Walnut Street north of Imperial Highway
- Monte Vista Street north of Lambert Road
- Palm Street between Whittier Avenue and La Habra Boulevard

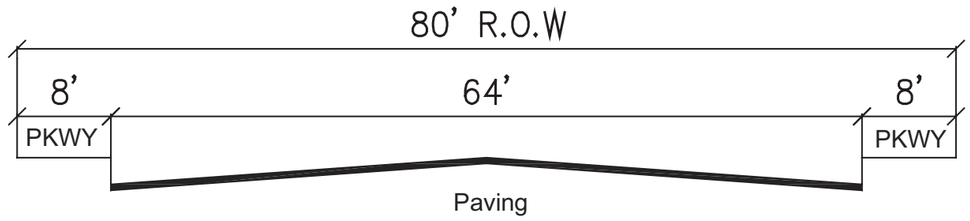
A summary of the major roadway classifications comprising the City roadway network is provided in Table 5-1 (Functional Classification of Arterial Street Segments). The street classifications for the major roadway facilities in the planning area are depicted on Figure 5-1 (2020 General Plan Functional Roadway Classification Map). Figure 5-2 (Existing Roadway Cross Sections) provides cross sections of the four main City arterial roadway classifications.



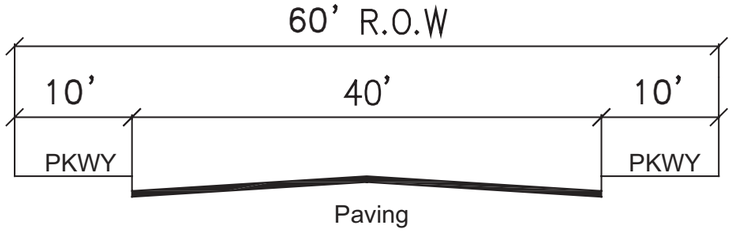
MAJOR ARTERIAL HIGHWAY
(BEACH BOULEVARD)



PRIMARY ARTERIAL HIGHWAY



SECONDARY ARTERIAL HIGHWAY



COMMUTER ARTERIAL

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EXISTING ROADWAY CROSS SECTIONS

Source: La Habra General Plan 2020.

Figure 5-2

Table 5-1 Functional Classification of Arterial Street Segments				
Facility Type	*Designated Curb-to-Curb Width*	*Designated Right-of-Way Width*	*Designated Number of Through Lanes*	*Function*
Augmented Arterial Highway (Smart Street)	126 feet[a]	144 feet[a]	Six to Eight	Arterial with enhanced carrying capacity intended primarily for nonlocal through traffic.
Major Arterial Highway	102 feet	120 feet	Six Divided	Carries both local traffic and nonlocal commuter traffic. Direct access to abutting land uses is discouraged.
Modified Major Arterial	84 feet	100 feet	Six Divided	Similar to Major Arterial, but with reduced right-of-way and no curb parking.
Primary Arterial Highway	84 feet	100 feet	Four Divided	Similar to Major Arterial, but are designated where level of traffic is not enough to warrant a Major Arterial.
Modified Primary Arterial	64 feet	80 feet	Four Divided	Similar to Primary Arterial, but with reduced right-of-way and no curb parking.
Secondary Arterial Highway	64 feet	80 feet	Four Undivided	Collects and routes traffic from the local street system to the arterial system. Some also serve as through routes. All provide more direct access than a Major or Primary.
Commuter Arterial	40 feet	60 feet	Two Undivided	Collects and routes traffic to the arterial system, with limited nonlocal through traffic.

SOURCES: City of La Habra Engineering Division (2011); City of La Habra, *La Habra General Plan 2020 Background Report* (1990); *Orange County Highway Design Manual*, Section 101.2, Section 102.1 (June 2005); *Orange County Highway Design Manual*, Table 102.1 (Highway Capacity Values) (June 2005); and Orange County Transportation Authority, *Orange County Master Plan of Arterial Highways* (December 13, 2010).

a. Augmented Arterial Highway width varies. Width given is for 8-Lane Principal Arterial, Orange County Resources and Development Management Department. *Orange County Highway Design Manual* (June 2005).

City Roadway Network

The network of major roadways in La Habra is primarily designed in a north/south and east/west grid pattern with Major, Primary, Secondary, and Commuter Arterials generally spaced at half-mile intervals. Many of the Primary and Secondary arterials within the City of La Habra are built out to the full paved cross section along the entire length. Local streets serve adjacent land uses only, allowing access primarily to residential uses, with some commercial and industrial driveways, and providing on-street parking for neighborhoods. These streets are not intended to serve through traffic traveling from one street to another. Local streets in La Habra can be defined as non-arterial streets with direct residential frontage. Table 5-2 (Description of Roadways) provides general descriptions of the major streets in the City. It should be noted that with the exception of Hacienda Road and Harbor Boulevard, north-south streets provide local access only north of Whittier Boulevard.

Table 5-2 Description of Roadways

Roadway	*Segment*	*2020 General Plan Functional Roadway Classification*	*# of Designated Lanes*	*# of Existing Lanes*
Beach Blvd	Whittier Blvd to Imperial Hwy	Major Arterial Hwy	6	6
	Imperial Hwy to South City Limits	Smart Street	8	6
Cypress St	North City Limits to Imperial Hwy	Commuter Arterial	2	2
Euclid St	North City Limits to Whittier Blvd	Commuter Arterial	2	2
	Whittier Blvd to Erna Ave	Secondary Arterial Hwy	4	2
	Erna Ave to Imperial Hwy	Secondary Arterial Hwy	4	4
	Imperial Hwy to South City Limits	Modified Major Arterial	6	4
Hacienda Rd	North City Limits to Whittier Blvd	Secondary Arterial Hwy	4	4
Harbor Blvd	North City Limits to La Habra Blvd	Primary Arterial Hwy	4	4
	La Habra Blvd to Lambert Rd	Primary Arterial Hwy	4	6
	Lambert Rd to Imperial Hwy	Modified Major Arterial	6	6
	Imperial Hwy to South City Limits	Modified Major Arterial	6	4
Idaho St	Whittier Blvd to La Habra Blvd	Secondary Arterial Hwy	4	2
	La Habra Blvd to South City Limits	Secondary Arterial Hwy	4	4
Imperial Hwy	West City Limits to Beach Blvd	Primary Arterial Hwy	4	5
	Beach Blvd to East City Limits	Smart Street	6	6
La Habra Blvd	West City Limits to Harbor Blvd	Secondary Arterial Hwy	4	4
	Harbor Blvd to East City Limits	Modified Primary Arterial	4	4
Lambert Rd	West City Limits to Harbor Blvd	Primary Arterial Hwy	4	4
	Harbor Blvd to East City Limits	Modified Major Arterial	6	4
Monte Vista St	Whittier Blvd to Lambert Rd	Commuter Arterial	2	2
Palm St	Whittier Ave to La Habra Blvd	Commuter Arterial	2	2
	La Habra Blvd to Lambert Rd	Secondary Arterial Hwy	4	4
Valley Home Ave	Russell St to La Habra Blvd	Commuter Arterial	2	2
Walnut St	North City Limits to Imperial Hwy	Commuter Arterial	2	2
Whittier Blvd	West City Limits to Harbor Blvd	Primary Arterial Hwy	4	4
Whittier Ave	Harbor Blvd to East City Limits	Commuter Arterial	2	2

SOURCE: City of La Habra, *La Habra 2020 General Plan Background Report* (1990).

Truck Routes

There are important industrial, commercial, and warehouse land uses in the City of La Habra generating a significant amount of truck traffic. The City directs truck traffic to designated truck routes. These designated routes are posted with signage to advise truckers of the proper truck routes through the City. The purpose of designating specific truck routes is to guide truck traffic away from residential neighborhoods and light-duty streets. These designated truck routes are intended to direct truck traffic in efforts to reduce impacts on noise-sensitive areas and residential neighborhoods. Figure 5-3 (Truck Routes) illustrates the existing truck routes in the City of La Habra.

There are two east/west corridors in the City designated as truck routes in 2011:

- Whittier Boulevard west of Harbor Boulevard
- Imperial Highway

There are three north/south corridors designated as truck routes in 2011:

- Beach Boulevard
- Harbor Boulevard south of Whittier Boulevard
- Hacienda Road north of Whittier Boulevard

Regional Access

State Routes 39, 72, and 90 (SR-39, SR-72, and SR-90), shown previously in Figure 5-1, provide regional access to the City. Additionally, Harbor Boulevard is considered a primary north/south regional facility connecting La Habra with Los Angeles County to the north, and central Orange County to the south. The following describes each of these facilities within the City jurisdiction.

STATE ROUTE 39 (BEACH BOULEVARD)

SR-39 (Beach Boulevard) is a heavily used major north/south thoroughfare through Orange County. It is designated a Major Arterial Highway between Whittier Boulevard and Imperial Highway, and a "Smart Street" south of Imperial Highway. Within the City jurisdiction the roadway provides three lanes in each direction with raised medians and left turn storage lanes at most intersections. Intersections with most major streets are signalized with protected left turn phasing. The posted speed limit along Beach Boulevard is 45 miles per hour (mph). The roadway carries approximately 29,000 daily vehicles south of Whittier Boulevard, 40,000 daily vehicles north of Imperial Highway, and 46,000 daily vehicles south of Imperial Highway. The predominant land use along Beach Boulevard is commercial/retail at signalized intersections, with some multi-family residential units and motels located between intersections.

Beach Boulevard south of Imperial Highway

STATE ROUTE 72/39 (WHITTIER BOULEVARD)

Whittier Boulevard at Euclid Street

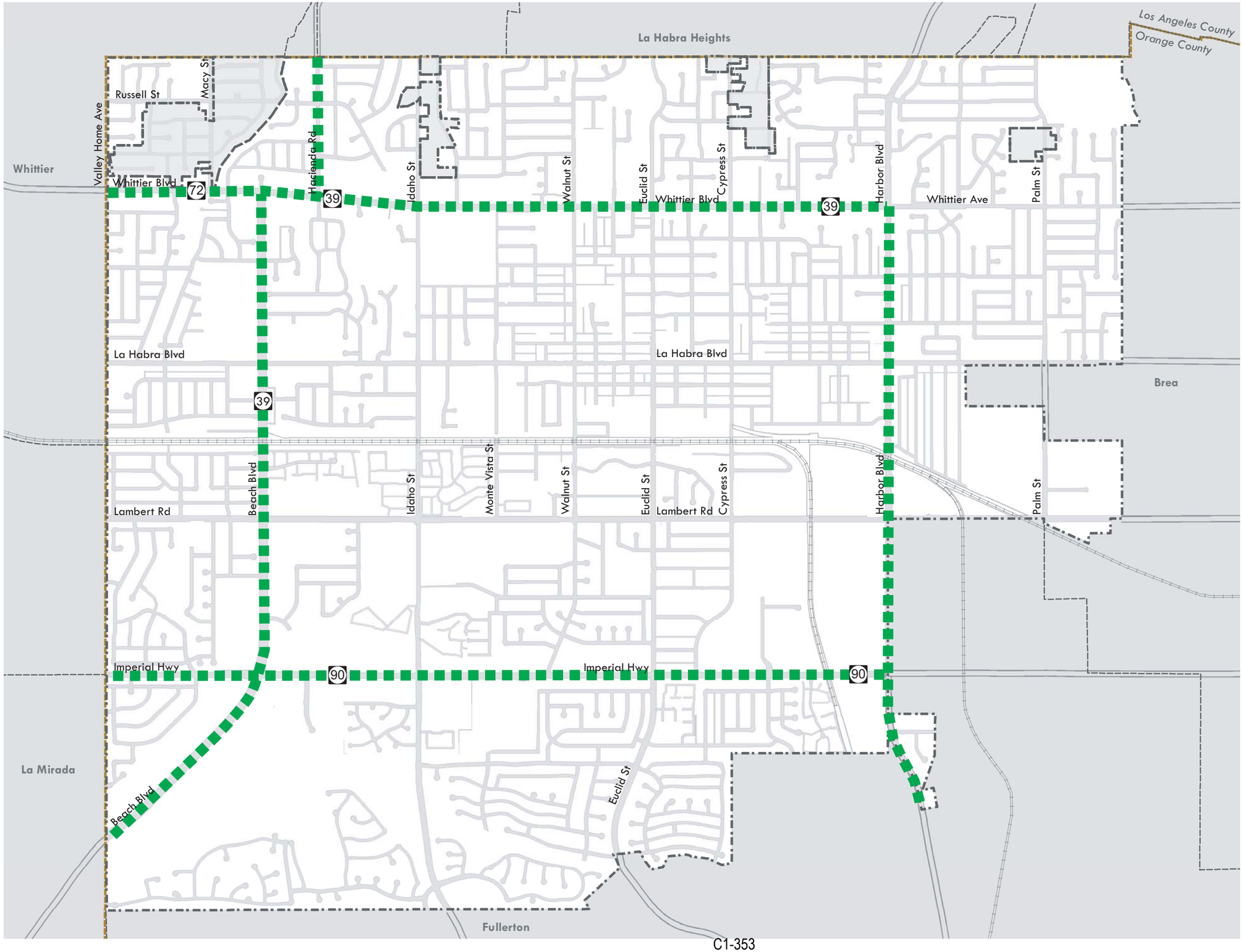
Whittier Boulevard is designated SR-72 west of Beach Boulevard and SR-39 east of Beach Boulevard. The street is an east/west Primary Arterial Highway through Orange and Los Angeles Counties. The roadway provides two through lanes in each direction with a two-way left-turn lane or painted median at most locations. A raised median is provided at Harbor Boulevard. Left-turn storage lanes are provided at most intersections. The posted speed limit on Whittier Boulevard is 40 mph west of Harbor Boulevard and 35 mph east of Harbor Boulevard. The roadway carries approximately 38,000 daily vehicles. Land use along Whittier Boulevard is commercial/retail and office, with some multi-family residential units. The City adopted the Circulation Element Amendment in May 2009 to reclassify and downgrade Whittier Avenue, east of Harbor Boulevard from the Secondary Arterial designation to a Commuter Arterial designation (the existing two-lane roadway).

STATE ROUTE 90 (IMPERIAL HIGHWAY)

Imperial Highway at Beach Boulevard

Imperial Highway is a heavily used east/west arterial through Orange and Los Angeles counties. Within La Habra, Imperial Highway is designated SR-90 east of Beach Boulevard. This segment of roadway has a functional classification of Augmented Arterial Highway (Smart Street). West of Beach Boulevard, Imperial Highway is designated as a Primary Arterial Highway.

Imperial Highway has undergone recent improvements to provide three through lanes in each direction and dual left-turn lanes at Beach Boulevard, Idaho Street, Euclid Street, and Harbor Boulevard. Raised medians and left turn storage lanes are provided at most intersections. Intersections with most major streets are signalized with protected left turn phasing. The posted speed limit on Imperial Highway is 45 mph. The roadway carries approximately 40,000 daily vehicles west of Beach Boulevard, and 47,000 daily vehicles east of Beach Boulevard. Most land uses along Imperial Highway are commercial/retail, restaurant, and office, with some single-family and multi-family residential units.



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TRUCK ROUTES

Legend

- Railroad
- La Habra City Limits
- County Boundary
- Truck Route

Miles
0 0.125 0.25 0.5

Figure 5-3

HARBOR BOULEVARD

Harbor Boulevard south of Whittier Boulevard

Harbor Boulevard is a heavily used north/south Primary Arterial Highway and Modified Major Arterial between La Habra and the City of Industry and Rowland Heights in Los Angeles County to the north, and Fullerton, Anaheim, Garden Grove, Costa Mesa, and Newport Beach to the south. Within the City jurisdiction the roadway provides four- to six-lanes with a raised median and left turn storage lanes at most intersections. Intersections with most major streets are signalized with protected left turn phasing. The posted speed limit on Harbor Boulevard is 45 mph south of Imperial Highway, 40 mph between Imperial Highway and Whittier Boulevard, and 45 mph north of Whittier Boulevard. The roadway carries approximately 36,000 daily vehicles. Most land uses along Harbor Boulevard are commercial/ retail. Harbor Boulevard was recently upgraded at La Habra Boulevard to provide dual left-turn lanes for all approaches.

TRAFFIC COUNT DATA

A comprehensive evaluation of existing traffic conditions in the City requires collection of Average Daily Traffic (ADT) counts for street segments, and peak hour (7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM) turning movement traffic counts for intersections. These counts are used to help determine the operating conditions, or "level of service" (LOS) for street segments and intersections (note, level of service is described in detail in the following section). ADT, or daily traffic counts, are collected using an automatic tube count method, whereby sensor tubes are laid across a street travel lane, connected to a count machine. The machine tabulates the number of vehicles crossing the tube on a 15-minute, hourly, and daily basis. Peak hour intersection turning movement traffic counts are typically collected using either a "manual" method whereby people positioned near the intersection manually record the number of vehicles passing through or turning at the intersection, or a "video" method whereby video cameras are set up to record vehicle movements at an intersection, with the video processed later to record the counts.

For the purposes of this General Plan Technical Background Report, existing conditions daily and peak hour traffic data was obtained by Traffic Data Services of Santa Ana, California, and Counts Unlimited of Corona, California. Daily and peak hour counts were collected in January 2011. The daily and peak hour traffic counts were compared with each other to confirm that peak hour volumes derived from the daily counts are consistent with peak hour volumes derived from the manual counts. The evaluation also verified that the peak hour occurs between 7:00 AM and 9:00 AM for the morning peak hour, and between 4:00 PM and 6:00 PM for the afternoon peak hour.

It should be noted that the traffic counts collected in 2011 are generally lower than previously collected counts (i.e., 2007 and earlier), due to the economic slowdown which began in 2008. Reported level of service (operating conditions) using these counts is therefore likely to be better than previously

reported. Figure 5-4 (Existing Average Daily Traffic [ADT]) shows the existing average daily traffic volumes on the La Habra planning area study roadways.

Street Segment Level of Service

This section documents the methodologies and assumptions used to conduct the street segment level of service, or operating conditions analysis. Level of Service (LOS) for roadway segments is a method for evaluating the operating condition of a roadway segment, generally defined in terms of a scale ranging from LOS A (free flow) to LOS F (highly congested). Under LOS A and LOS B conditions traffic generally moves at free-flow speeds, with little or no congestion. LOS C and LOS D represents acceptable but gradually declining traffic conditions with slower speeds and greater congestion. LOS E and F represent unacceptable conditions, with significant congestion and queuing of vehicles.

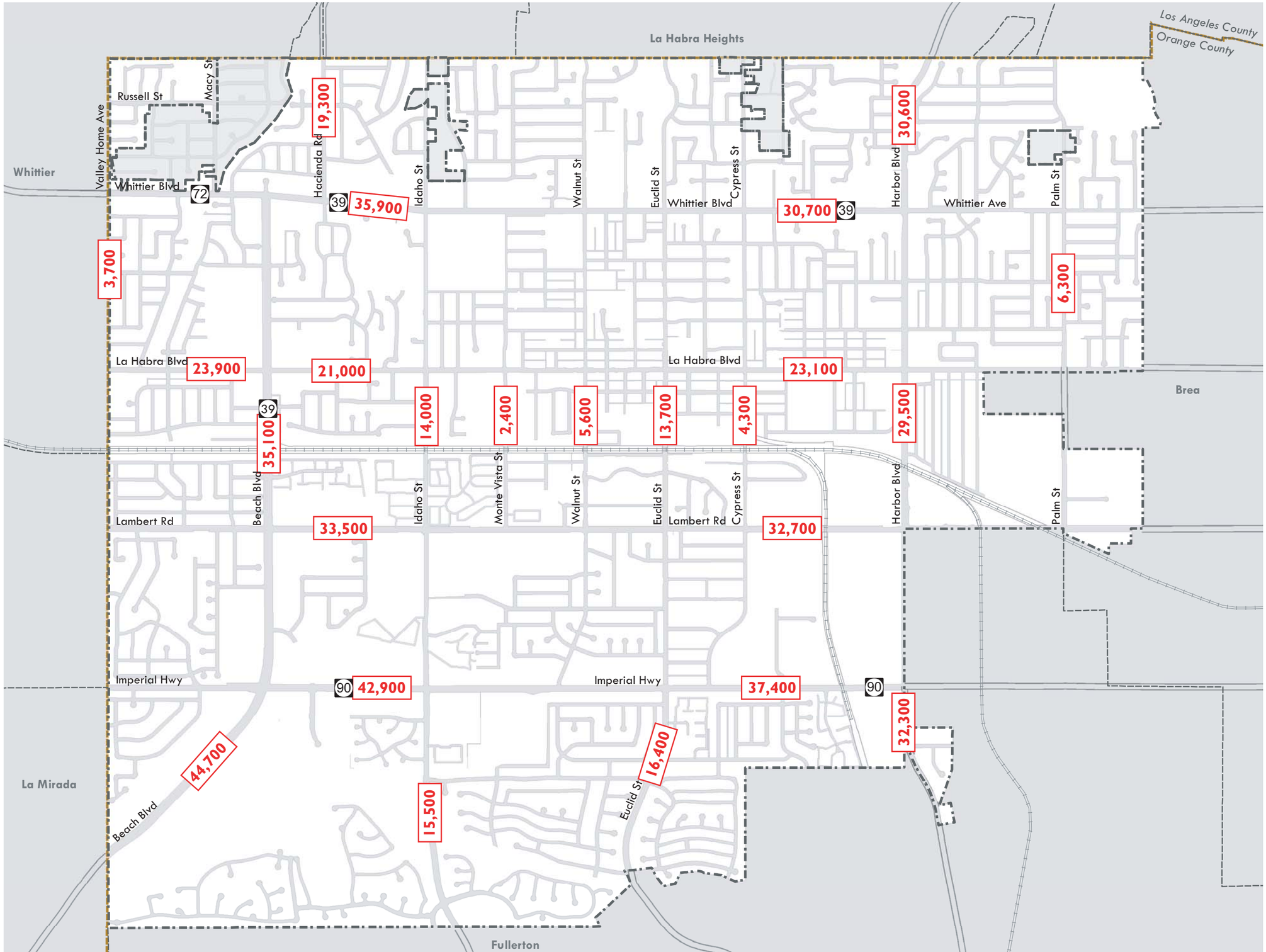
Level of service is determined by forecasting the expected daily traffic usage for each roadway segment and comparing the daily traffic volumes for each segment to the appropriate Level of Service capacity for that roadway classification. The daily usage is forecast based upon the County model daily traffic forecast. The Orange County Highway Design Manual (OC HDM) defines the goal for highway design capacity as providing a Level of Service C on arterial highway links.

The Highway Design Manual level of service criteria for roadway segments is defined in Table 5-3 (Roadway Segment Level of Service Definitions). The level of service indicators for the roadway system is based on the volume of traffic for designated sections of roadway during a typical day and the practical vehicular capacity of that segment. These indicators are used to illustrate general traffic conditions along the City's roadways, and are not necessarily an indicator of specific operational issues on a daily basis. The level of service scale provided in Table 5-3 ranges from LOS A (free flow, low traffic volumes, little congestion) to LOS F (forced flow, high traffic volumes, extreme congestion). These level-of-service rankings indicate the general traffic conditions of the street.

Table 5-3 Roadway Segment Level of Service Definitions

Level of Service	*Interpretation*
A	No physical restriction on operating speeds.
B	Stable flow with few restrictions on operating speeds.
C	Stable flow and more restrictions on speed and lane changing due to higher volumes of traffic.
D	Approaching unstable flow conditions with little freedom to maneuver and which may be tolerable for short periods.
E	Absolute capacity of the road; It is characterized by unstable flow, lower operating speeds than LOS D, and some momentary stoppages.
F	Forced flow operation (more traffic demand than there is capacity on the road) where the highway acts as a storage area and many stoppages occur.

SOURCE: Orange County Resources and Development Management Department, *Orange County Highway Design Manual* (June 2005).



CITY of LA HABRA
General Plan Update

EXISTING AVERAGE DAILY TRAFFIC (ADT)

Legend

- Railroad
- La Habra City Limits
- County Boundary
- # Average Daily Traffic (ADT)

Miles
0 0.125 0.25 0.5

Figure 5-4

For planning purposes roadway capacities and levels of service based on number of lanes and roadway classification are assigned to the various roadway classifications. These capacities and levels of service by functional roadway classification are based on parameters provided in the OC HDM. The Mobility Element uses these established maximum roadway capacities along with the roadway traffic volumes to determine level of service for the study street segments. Street segment level of service thresholds based on maximum roadway capacity, number of lanes and roadway classification are shown in Table 5-4 (Street Segment Level of Service Thresholds).

Table 5-4 Street Segment Level of Service Thresholds

Facility Type	Lane Configuration	Levels of Service					
		A	B	C	D	E	F
Augmented Arterial	8 Lanes Divided	45,000	52,500	60,000	67,500	75,000	—
Major	6 Lanes Divided	33,900	39,400	45,000	50,600	56,300	—
Primary	4 Lanes Divided	22,500	26,300	30,000	33,600	37,500	—
Secondary	4 Lanes Undivided	15,000	17,500	20,000	22,500	25,000	—
Commuter	2 Lanes Undivided	7,500	8,800	10,000	11,300	12,500	—

SOURCE: Orange County Resources and Development Management Department, *Orange County Highway Design Manual* (June 2005); Augmented Arterial assumes capacity/LOS consistent with HDM "Principal Arterial."

As indicated, roadway segment level of service is based on a range of traffic volumes by functional roadway classification. It indicates the appropriate roadway classification and number of through travel lanes for roadways based upon expected daily usage. Street segment level of service analysis is used to illustrate general traffic conditions along the City's roadways, and is not necessarily an indicator of specific operational issues on a daily basis. It is intended to determine the appropriate roadway classification and number of through travel lanes for roadways based upon expected daily usage. The daily capacities are therefore most appropriately used as a screening tool to determine the need for more detailed peak hour analysis and to assist in determining the appropriate mitigation measures. Using the level of service analysis guidelines defined above, roadway segments determined through consultation with the City and considered representative of existing traffic conditions were analyzed. These roadway segments are listed in Table 5-5 (Study Roadway Segments).

Table 5-5 Study Roadway Segments

No.	Roadway	Segment	No.	Roadway	Segment
1	Beach Blvd	La Habra Blvd to Lambert Rd	12	Imperial Hwy	Beach Blvd to Idaho St
2		Imperial Hwy to South City Limits	13		Cypress St to Harbor Blvd
3	Cypress St	La Habra Blvd to Lambert Rd	14	La Habra Blvd	Beach Blvd to Idaho St
4	Euclid St	La Habra Blvd to Lambert Rd	15		Cypress St to Harbor Blvd
5		Imperial Hwy to South City Limits	16	Lambert Rd	Beach Blvd to Idaho St
6	Hacienda Rd	North City Limits to Whittier Blvd	17		Cypress St to Harbor Blvd

Table 5-5 Study Roadway Segments					
No.	*Roadway*	*Segment*	*No.*	*Roadway*	*Segment*
7	Harbor Blvd	North City Limits to Whittier Blvd	18	Monte Vista St	La Habra Blvd to Lambert Rd
8		La Habra Blvd to Lambert Rd	19	Palm St	Whittier Ave to La Habra Blvd
9		Imperial Hwy to South City Limits	20	Valley Home Ave	Whittier Blvd to La Habra Blvd
10	Idaho St	La Habra Blvd to Lambert Rd	21	Walnut St	La Habra Blvd to Lambert Rd
11		Imperial Hwy to South City Limits	22	Whittier Blvd	Hacienda Blvd to Idaho St
			23		Cypress St to Harbor Blvd

SOURCE: City of La Habra Engineering Division (2011).

Roadway Segment Level of Service Analysis

Table 5-6 (Existing Roadway Volumes and Level of Service) provides the data collected from the traffic counts conducted in January 2011. Daily traffic volumes and LOS for the 23 selected roadway segments listed in Table 5-5 are shown. Level of service is based on the thresholds presented in Table 5-4.

The majority of the City's roadway segments shown in Table 5-6 are operating at free-flow LOS A or LOS B conditions, with some segments operating at LOS C or LOS D, which are considered acceptable conditions. The Whittier Boulevard, Hacienda Road to Idaho Street segment is operating at LOS E (marginal conditions).

Table 5-6 Existing Roadway Volumes and Level of Service			
Roadway Segment	*# of Existing Lanes*	*Volume*	*LOS*
Beach Blvd			
La Habra Blvd to Lambert Rd	6	35,100	B
Imperial Hwy to South City Limits	6	44,700	A
Cypress St			
La Habra Blvd to Lambert Rd	2	4,300	A
Euclid St			
La Habra Blvd to Lambert Rd	4	13,700	A
Imperial Hwy to South City Limits	4	16,400	A
Hacienda Rd			
North City Limits to Whittier Blvd	4	19,300	C
Harbor Blvd			
North City Limits to Whittier Blvd	4	30,600	D
La Habra Blvd to Lambert Rd	6	29,500	A
Imperial Hwy to South City Limits	4	32,300	D

Table 5-6 Existing Roadway Volumes and Level of Service			
Roadway Segment	*# of Existing Lanes*	*Volume*	*LOS*
Idaho St			
La Habra Blvd to Lambert Rd	4	14,000	A
Imperial Hwy to South City Limits	4	15,500	A
Imperial Hwy			
Beach Blvd to Idaho St	6	42,900	C
Cypress St to Harbor Blvd	6	37,400	B
La Habra Blvd			
Beach Blvd to Idaho St	4	21,000	D
Cypress St to Harbor Blvd	4	23,100	B
Lambert Rd			
Beach Blvd to Idaho St	4	33,500	D
Cypress St to Harbor Blvd	4	32,700	D
Monte Vista St			
La Habra Blvd to Lambert Rd	2	2,400	A
Palm St			
Whittier Blvd to La Habra Blvd	2	6,300	A
Valley Home Ave			
Whittier Blvd to La Habra Blvd	2	3,700	A
Walnut St			
La Habra Blvd to Lambert Rd	2	5,600	A
Whittier Blvd			
Hacienda Rd to Idaho St	4	35,900	E
Cypress St to Harbor Blvd	4	30,700	D

SOURCE: KOA Corporation (2011).

Intersection Level of Service

Intersection operating conditions are typically described in terms of intersection level of service. Level of Service for intersections is a report-card scale used to indicate the quality of traffic flow. Levels of service range from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion). Brief definitions of intersection level of service are described in Table 5-7 (Intersection Level of Service Definitions).

Traffic conditions in La Habra are evaluated at signalized intersections using a methodology known as the Intersection Capacity Utilization (ICU) technique. This analysis technique is widely accepted by agencies, including OCTA and nearby cities. It essentially measures the worst-case sum of traffic volumes for the conflicting movements (i.e., traffic movements that cannot occur at the same time, such as northbound through and southbound left), versus the expected capacity for those movements. This is the analysis method for signalized intersections requested by the City of La Habra. All signalized intersections were therefore analyzed based on this method, with a lane capacity of 1,700 vph per lane and a 5-second loss time.

Table 5-7 Intersection Level of Service Definitions

Level of Service	*Definition*
A	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

SOURCES: Transportation Research Board, *Highway Capacity Manual* (2000); Orange County Transportation Authority, *Orange County Congestion Management Plan* (October 2009).

All unsignalized intersections were analyzed using the *Highway Capacity Manual, 2000 Edition* (HCM 2000) method for unsignalized intersections to satisfy City requirements. HCM 2000 is a publication of the Transportation Research Board, a research agency affiliated with the Federal Government, Chapter 10 of HCM 2000 is devoted to the analysis of unsignalized intersections. Intersection poorest movement delay is reported for all unsignalized intersections. Traffic conditions on Caltrans roadway facilities are also analyzed using principles or the specific analysis methods contained in the HCM. Chapter 9 of the HCM is devoted to analysis of signalized intersections. The Methodology in the HCM for signalized intersections is based upon measurements or forecasts of control delay for traffic utilizing all approaches to the intersection. Intersection average delay is reported for all signalized intersections. Table 5-8 (Intersection Level of Service Thresholds) presents the relationship between level of service and intersection capacity utilization for signalized intersections, and level of service and stop delay for unsignalized intersections.

Table 5-8 Intersection Level of Service Thresholds		
Level of Service	*Intersection Capacity Utilization*	*Unsignalized Intersection Control Delay (seconds/vehicle)*
A	0.000–0.600	0–10
B	0.601–0.700	> 10–15
C	0.701–0.800	> 15–25
D	0.801–0.900	> 25–35
E	0.901–1.000	> 35–50
F	> 1.000	> 50

SOURCE: Transportation Research Board, *Highway Capacity Manual* (2000).

The study intersections were determined through consultation with the City of La Habra and consist of the intersections listed in Table 5-9 (Study Area Intersections). A map of the General Plan study intersections is provided in Figure 5-5 (General Plan Study Intersections).

Table 5-9 Study Area Intersections					
No.	*Intersection*	*No.*	*Intersection*	*No.*	*Intersection*
1	Whittier Blvd at Valley Home Ave	12	La Habra Blvd at Beach Blvd	23	Lambert Rd at Walnut St
2	Whittier Blvd at Beach Blvd	13	La Habra Blvd at Idaho St	24	Lambert Rd at Euclid St
3	Whittier Blvd at Hacienda Rd	14	La Habra Blvd at Monte Vista St	25	Lambert Rd at Cypress St
4	Whittier Blvd at Idaho St	15	La Habra Blvd at Walnut St	26	Lambert Rd at Harbor Blvd
5	Whittier Blvd at Monte Vista St	16	La Habra Blvd at Euclid St	27	Lambert Rd at Palm St
6	Whittier Blvd at Walnut St	17	La Habra Blvd at Cypress St	28	Imperial Hwy at Beach Blvd
7	Whittier Blvd at Euclid St	18	La Habra Blvd at Harbor Blvd	29	Imperial Hwy at Idaho St
8	Whittier Blvd at Cypress St	19	La Habra Blvd at Palm St	30	Imperial Hwy at Walnut St
9	Whittier Blvd at Harbor Blvd	20	Lambert Rd at Beach Blvd	31	Imperial Hwy at Euclid St
10	Whittier Ave at Palm St	21	Lambert Rd at Idaho St	32	Imperial Hwy at Cypress St
11	La Habra Blvd at Valley Home Ave	22	Lambert Rd at Monte Vista St	33	Imperial Hwy at Harbor Blvd

SOURCE: City of La Habra Engineering Division (2011).

Existing Intersection Level of Service Analysis

Morning and evening peak hour level of service analyses were conducted for the 33 study intersections based on the methodologies described previously. Existing intersection lane geometries are shown in Figure 5-6 (Existing Lane Geometry). Figure 5-7 (Existing AM Peak Hour Volumes) shows existing AM peak hour turning movement volumes. Figure 5-8 (Existing PM Peak Hour Volumes) shows existing PM peak hour turning movement volumes.

As indicated previously, the traffic counts conducted in 2011 are generally lower than the historical counts due to the economic slowdown. However, the future traffic volume forecasts will consider both the current counts and the historical counts in order to use a conservative growth rate.

The existing conditions level of service analysis results are summarized in Table 5-10 (Existing Signalized Intersection Levels of Service) for the AM and PM peak hours, using the ICU methodology.[2] Reported level of service is likely to be better than previously reported due to the collection of traffic counts in a recession year. It should be noted that the City of La Habra has established LOS D as its criterion for an acceptable level of service at City jurisdiction intersections, although LOS E is acceptable for State Highway intersections (i.e., Caltrans) and CMP intersections.

As shown in Table 5-10, the majority of the City's intersections are operating at an acceptable LOS A, LOS B, LOS C, or LOS D condition for both AM and PM peak hours. In 2011 there was one City jurisdiction signalized intersection operating at an unacceptable LOS E condition during the PM peak hour:

- Harbor Boulevard at Lambert Road

Table 5-10 Existing Signalized Intersection Levels of Service

No.	Intersection	Control Type	Existing AM		Existing PM	
			LOS	V/C	LOS	V/C
1	Valley Home Ave at Whittier Blvd	Signalized	A	0.589	B	0.604
2	Beach Blvd at Whittier Blvd	Signalized	C	0.762	D	0.883
3	Hacienda Rd at Whittier Blvd	Signalized	D	0.824	C	0.784
4	Idaho St at Whittier Blvd	Signalized	C	0.704	E[a]	0.922
5	Monte Vista St at Whittier Blvd	Signalized	A	0.559	B	0.609
6	Walnut St at Whittier Blvd	Signalized	B	0.677	B	0.675
7	Euclid St at Whittier Blvd	Signalized	B	0.648	D	0.810
8	Cypress St at Whittier Blvd	Signalized	B	0.634	B	0.699
9	Harbor Blvd at Whittier Blvd	Signalized	C	0.724	D	0.898
10	Palm St at Whittier Blvd	Signalized	A	0.402	A	0.465
11	Valley Home Ave at La Habra Blvd	Signalized	A	0.535	A	0.508
12	Beach Blvd at La Habra Blvd	Signalized	B	0.679	C	0.761
13	Idaho St at La Habra Blvd	Signalized	A	0.599	B	0.665
14	Monte Vista St at La Habra Blvd	Signalized	A	0.562	A	0.485
15	Walnut St at La Habra Blvd	Signalized	A	0.583	A	0.597
16	Euclid St at La Habra Blvd	Signalized	A	0.529	A	0.592
17	Cypress St at La Habra Blvd	Signalized	A	0.463	A	0.52
18	Harbor Blvd at La Habra Blvd	Signalized	A	0.558	C	0.700

[2] See Intersection Level of Service discussion on page 5.3-29 for explanation of methodology.

Table 5-10 Existing Signalized Intersection Levels of Service						
			Existing AM		Existing PM	
No.	Intersection	Control Type	LOS	V/C	LOS	V/C
19	Palm St at La Habra Blvd	Signalized	A	0.501	B	0.627
20	Beach Blvd at Lambert Rd	Signalized	C	0.766	D	0.818
21	Idaho St at Lambert Rd	Signalized	C	0.727	C	0.768
23	Walnut St at Lambert Rd	Signalized	B	0.635	B	0.695
24	Euclid St at Lambert Rd	Signalized	C	0.732	C	0.784
25	Cypress St at Lambert Rd	Signalized	B	0.675	C	0.768
26	Harbor Blvd at Lambert Rd	Signalized	C	0.750	E	0.911
27	Palm St at Lambert Rd	Signalized	B	0.695	C	0.704
28	Beach Blvd at Imperial Hwy	Signalized	B	0.659	D	0.801
29	Idaho St at Imperial Hwy	Signalized	A	0.558	B	0.643
31	Euclid St at Imperial Hwy	Signalized	A	0.594	B	0.630
32	Cypress St at Imperial Hwy	Signalized	A	0.412	A	0.467
33	Harbor Blvd at Imperial Hwy	Signalized	A	0.548	A	0.589

SOURCE: KOA Corporation (2011).
a. Intersection Idaho St/Whittier Blvd is in Caltrans jurisdiction where LOS E is acceptable.

Table 5-11 (Existing Unsignalized Intersection Levels of Service) summarizes the LOS results for the unsignalized intersections. For the unsignalized intersections, level of service is based on average delay to all traffic passing through the intersection.

Table 5-11 Existing Unsignalized Intersection Levels of Service						
			Existing AM		Existing PM	
No.	Intersection	Control Type	LOS	Delay	LOS	Delay
22	Monte Vista St at Lambert Rd	Unsignalized	A	2.9	A	1.9
30	Walnut St at Imperial Hwy	Unsignalized	A	2.5	A	4.9

SOURCE: KOA Corporation (2011).

Table 5-12 (Existing Caltrans Intersection Levels of Service) summarizes the LOS results for all Caltrans intersections in La Habra. These intersections were evaluated using the HCM methodology.[3] As stated previously, LOS E is acceptable for Caltrans jurisdiction intersections. Table 5-12 shows there were no signalized or unsignalized Caltrans intersections operating at an unacceptable level of service (i.e., LOS F) during the AM or PM peak hours in 2011.

[3] See Intersection Level of Service discussion on page 5.3-29 for explanation of methodology.

Table 5-12 Existing Caltrans Intersection Levels of Service						
			Existing AM		Existing PM	
No.	Intersection	Control Type	LOS	Delay	LOS	Delay
1	Valley Home Ave at Whittier Blvd	Signalized	A	9.6	A	8.9
2	Beach Blvd at Whittier Blvd	Signalized	C	21.7	C	30.6
3	Hacienda Rd at Whittier Blvd	Signalized	C	27.5	C	29.4
4	Idaho St at Whittier Blvd	Signalized	B	17.0	D	27.4
5	Monte Vista St at Whittier Blvd	Signalized	A	9.9	A	5.5
6	Walnut St at Whittier Blvd	Signalized	B	11.8	B	10.4
7	Euclid St at Whittier Blvd	Signalized	B	15.9	C	23.3
8	Cypress St at Whittier Blvd	Signalized	A	8.7	B	10.8
9	Harbor Blvd at Whittier Blvd	Signalized	C	26.9	D	35.1
10	Palm St at Whittier Blvd	Signalized	B	17.1	B	19.6
12	Beach Blvd at La Habra Blvd	Signalized	C	30.1	C	33.9
20	Beach Blvd at Lambert Rd	Signalized	C	31	C	32.5
28	Beach Blvd at Imperial Hwy	Signalized	C	27.5	C	32.2
29	Idaho St at Imperial Hwy	Signalized	C	23.9	C	26.5
30	Walnut St at Imperial Hwy	Unsignalized	A	2.5	A	4.9
31	Euclid St at Imperial Hwy	Signalized	C	25.7	C	26.2
32	Cypress St at Imperial Hwy	Signalized	A	6.7	A	7.8
33	Harbor Blvd at Imperial Hwy	Signalized	C	25.6	C	28.4

SOURCE: KOA Corporation (2011).

CITY of LA HABRA
General Plan Update

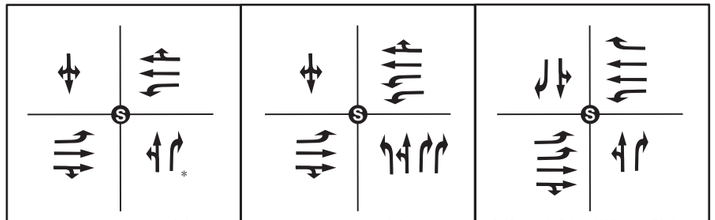
GENERAL PLAN STUDY INTERSECTIONS

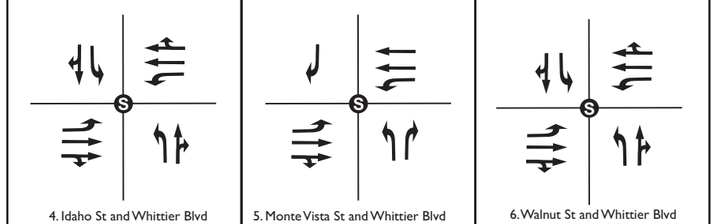
Legend

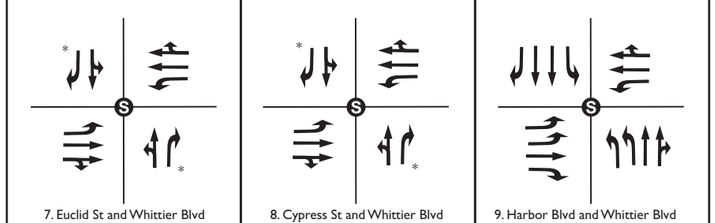
- Railroad
- La Habra City Limits
- County Boundary
- Study Intersections
- Study CMP Intersections
- CMP Routes

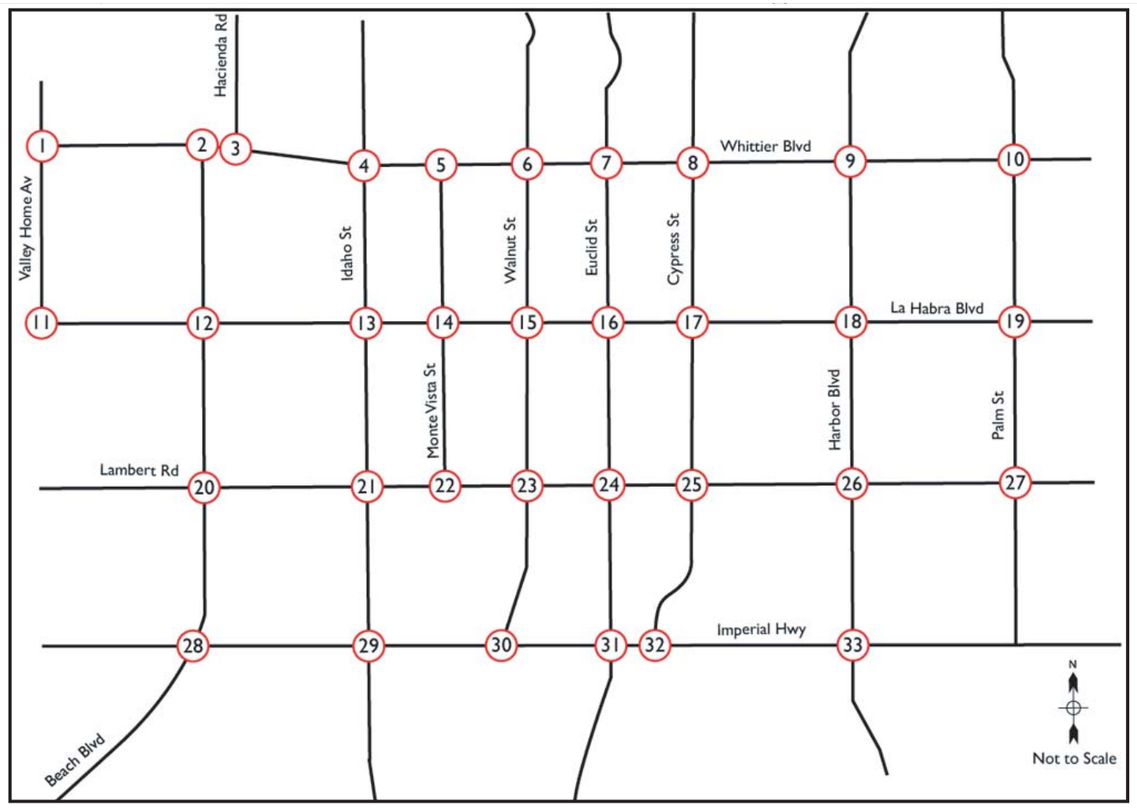
Miles
0 0.125 0.25 0.5

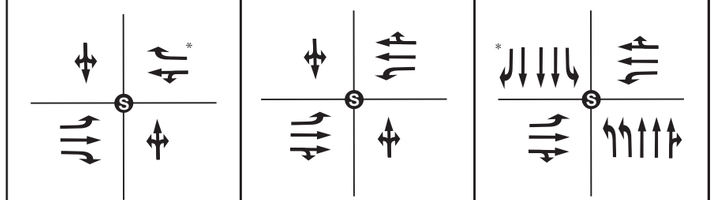
Figure 5-5

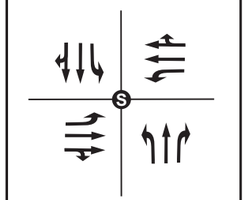


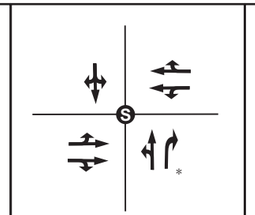


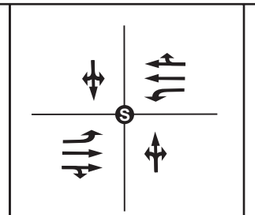


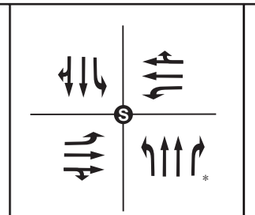


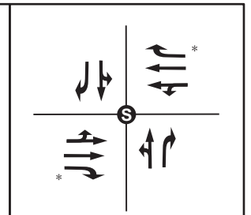


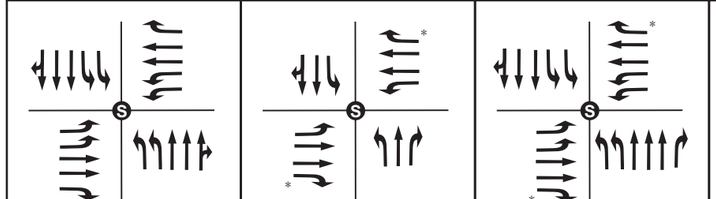


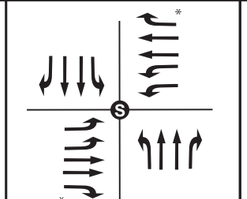


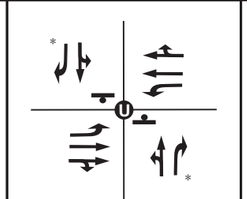


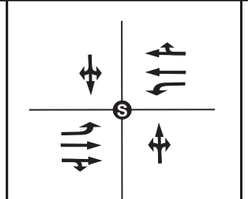


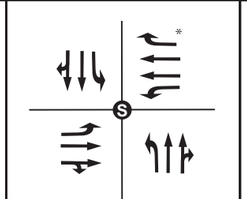


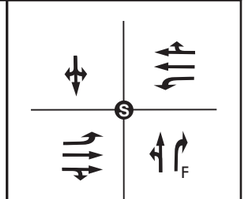


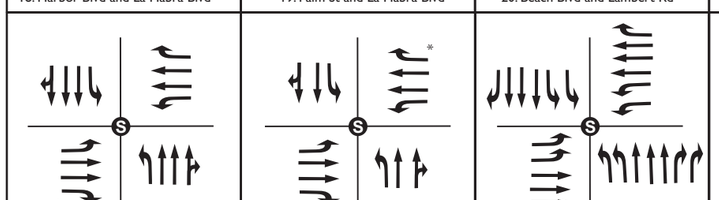


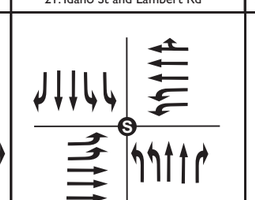


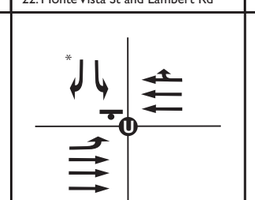


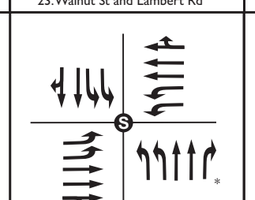


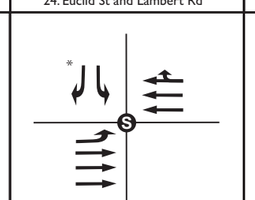


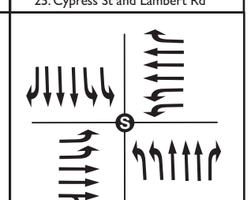












City of La Habra
GENERAL PLAN

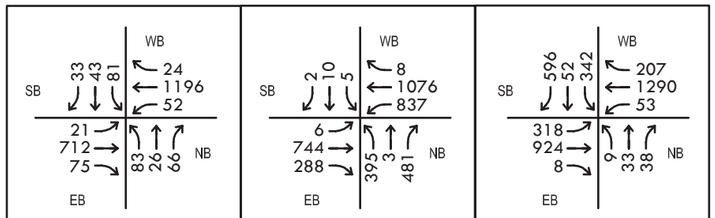
CITY of LA HABRA
General Plan Update

EXISTING LANE GEOMETRY

Legend

- Railroad
- La Habra City Limits
- County Boundary
- (#) Study Intersections
- Lane Geometry
- * Functions as a separate turn lane, though not striped (curb lane measures 19ft & above)
- F Free Right-Turn

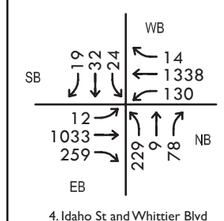
Figure 5-6



1. Valley Home Ave and Whittier Blvd

2. Beach Blvd and Whittier Blvd

3. Hacienda Rd and Whittier Blvd



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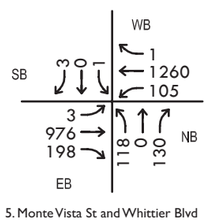
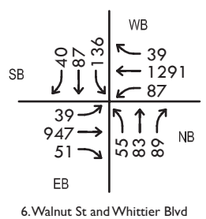


5. Monte Vista St and Whittier Blvd



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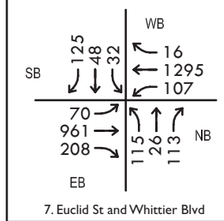

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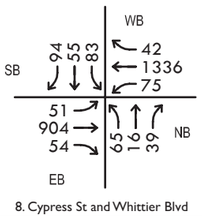

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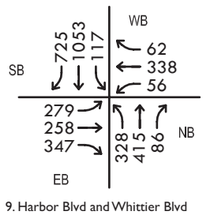

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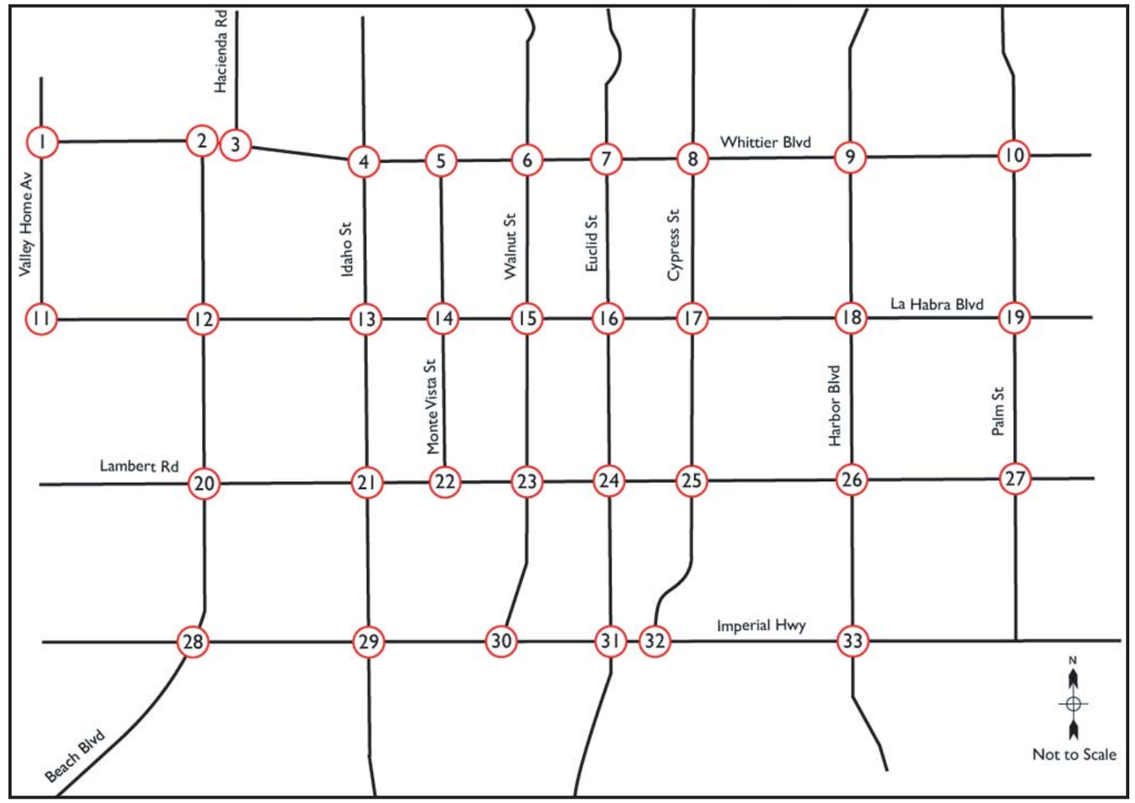

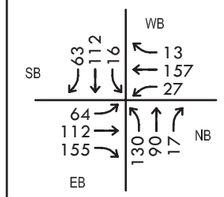

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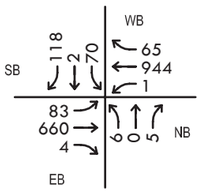

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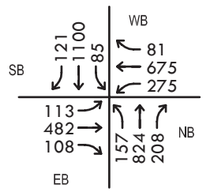

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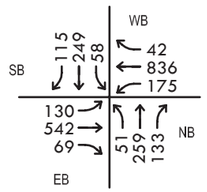

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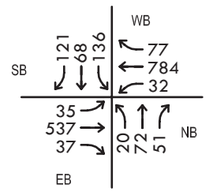

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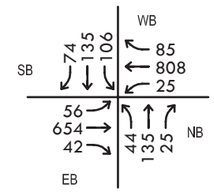

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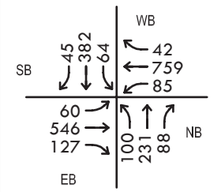

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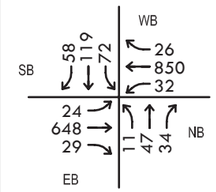

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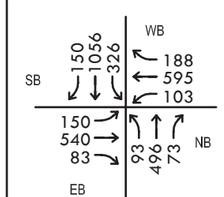

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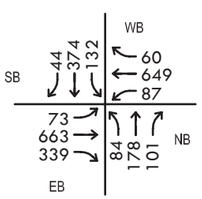

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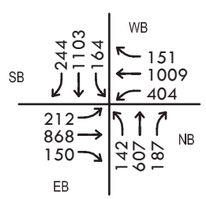

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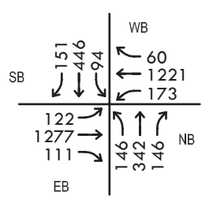

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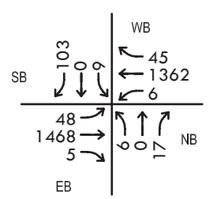

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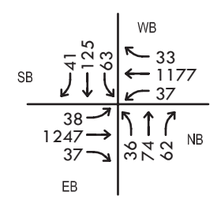

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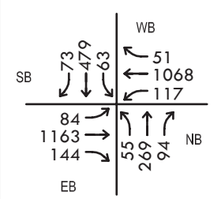

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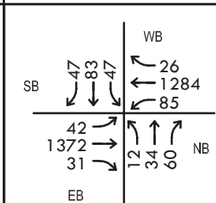

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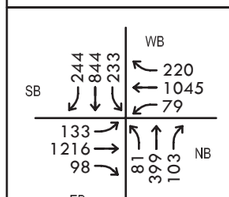

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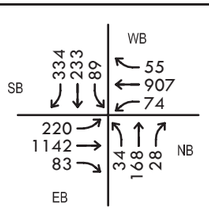

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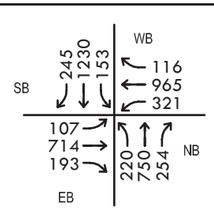
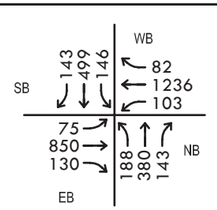
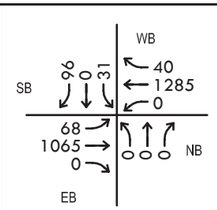


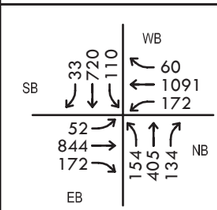
28. Beach Blvd and Imperial Hwy



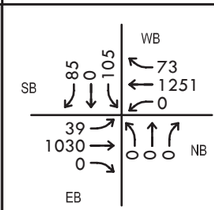
29. Idaho St and Imperial Hwy



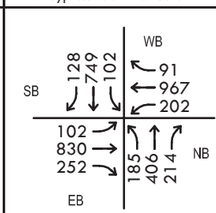
30. Walnut St and Imperial Hwy



31. Euclid St and Imperial Hwy



32. Cypress St and Imperial Hwy



33. Harbor Blvd and Imperial Hwy

City of La Habra
GENERAL PLAN

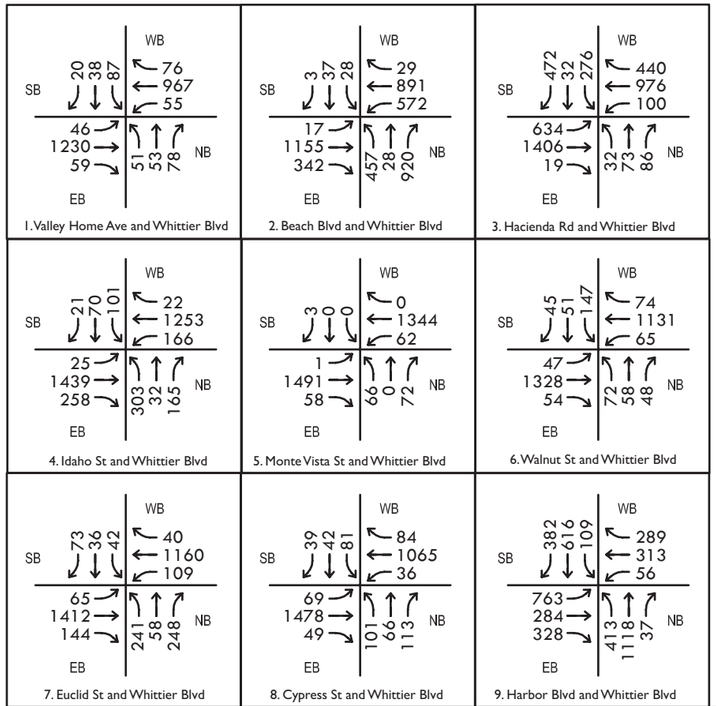
CITY of LA HABRA
General Plan Update

EXISTING AM PEAK HOUR VOLUMES

Legend

- Railroad
- La Habra City Limits
- County Boundary
- (#) Study Intersections
- XX Peak Hour Volume

Figure 5-7



City of La Habra
GENERAL PLAN

CITY of LA HABRA
General Plan Update

EXISTING PM PEAK HOUR VOLUMES

Legend

- Railroad
- La Habra City Limits
- County Boundary
- (#) Study Intersections
- XX Peak Hour Volume

Figure 5-8

Transit Service

OCTA Bus Service along La Habra Boulevard

Public transit service in La Habra includes fixed-route bus service, commuter bus service, and paratransit service. OCTA, Foothill Transit, and Norwalk Transit provide fixed route bus service within the City. OCTA operates five fixed bus routes and provides service connections to Fullerton, Huntington Beach, Anaheim, Yorba Linda, and Santa Ana. Bus stops are located approximately 0.25 mile apart along major routes in the City. Most routes operate 7 days a week (except Route 20). OCTA bus routes within the City carry approximately 1,900 riders per day. Figure 5-9 (Existing Transit Routes) provides a map of the existing transit routes in the City of La Habra. The following provides brief descriptions of each transit route serving the City:

- **OCTA Route 20** travels along Imperial Highway from Beach Boulevard/Imperial Highway in the City of La Habra to Imperial Highway/Yorba Linda Boulevard in the City of Yorba Linda. This route operates Monday to Friday with an average headway of 100 minutes.
- **OCTA Route 29** travels along Beach Boulevard from 1st Street/Pacific Coast Highway in Huntington Beach to Beach Boulevard/Whittier Boulevard in the City of La Habra. OCTA Route 29 provides a connection to Metrolink in Buena Park. This route operates 7 days a week approximately every 20 minutes.
- **OCTA Route 37** travels along Euclid Street from MacArthur Boulevard/Hyland Avenue in Santa Ana to Euclid Street/La Habra Boulevard in the City of La Habra. This route operates 7 days a week with an average headway of 40 minutes.
- **OCTA Route 129** travels along La Habra Boulevard, Brea Boulevard, Birch Street, and Kraemer Boulevard from Beach Boulevard/La Habra Boulevard in the City of La Habra to Kraemer Boulevard/La Palma Avenue in the City of Anaheim. This route operates 7 days a week approximately every 60 minutes.
- **OCTA Route 143** travels along Whittier Boulevard, Harbor Boulevard, and Brea Boulevard from Beach Boulevard/Whittier Boulevard in the City of La Habra to Brea Mall in the City of Brea. Route 143 provides a connection to Amtrak and Metrolink in Fullerton. This route operates 7 days a week with an average headway of 75 minutes.
- **Foothill Transit** operates one bus route (Route 285) in the City that provides a connection to La Puente via Gale Avenue, Hacienda Boulevard, and Colima Road. This route operates 7 days a week approximately every 60 minutes. The buses travel along Whittier Boulevard, between the west City Limit and Beach Boulevard, along Beach Boulevard between Whittier Boulevard and Lambert Road, along Lambert Road between Beach Boulevard and Idaho Street, along Idaho Street between Lambert Road and La Habra Boulevard, and along La Habra Boulevard between Idaho Street and Beach Boulevard.
- **Norwalk Transit** operates one bus route (Route 4) along Imperial Highway, from Imperial Highway/Idaho Street to the Norwalk Metro Green Line Station. This route operates 7 days a week with an average headway of 40 minutes.

Table 5-13 (Transit Service) provides a list of the existing transit lines operating in the City with hours of operation and average daily ridership.

Table 5-13 Transit Service

Route	*Hours of Operation*	*Average Weekday Daily Ridership*[a]
OCTA		
SR-20 (Imperial Highway)	6:00 AM–6:00 PM, Monday–Friday	187
SR-29 (Beach Boulevard)	4:00 AM–1:00 AM, 7 Days/Week	293
SR-37 (Euclid Street)	4:00 AM–10:00 PM, 7 Days/Week	388
SR-129 (La Habra Boulevard)	4:00 AM–12:00 AM, 7 Days/Week	441
SR-143 (Whittier Boulevard)	5:00 AM–10:00 PM, 7 Days/Week	460
Foothill Transit		
SR-285 (Whittier Boulevard/ Colima Road)	6:00 AM–8:00 PM, 7 days/Week	250[b]
Norwalk Transit		
SR-4 (Imperial Highway)	6:00 AM–6:00 PM, 7 Days/Week	200[b]

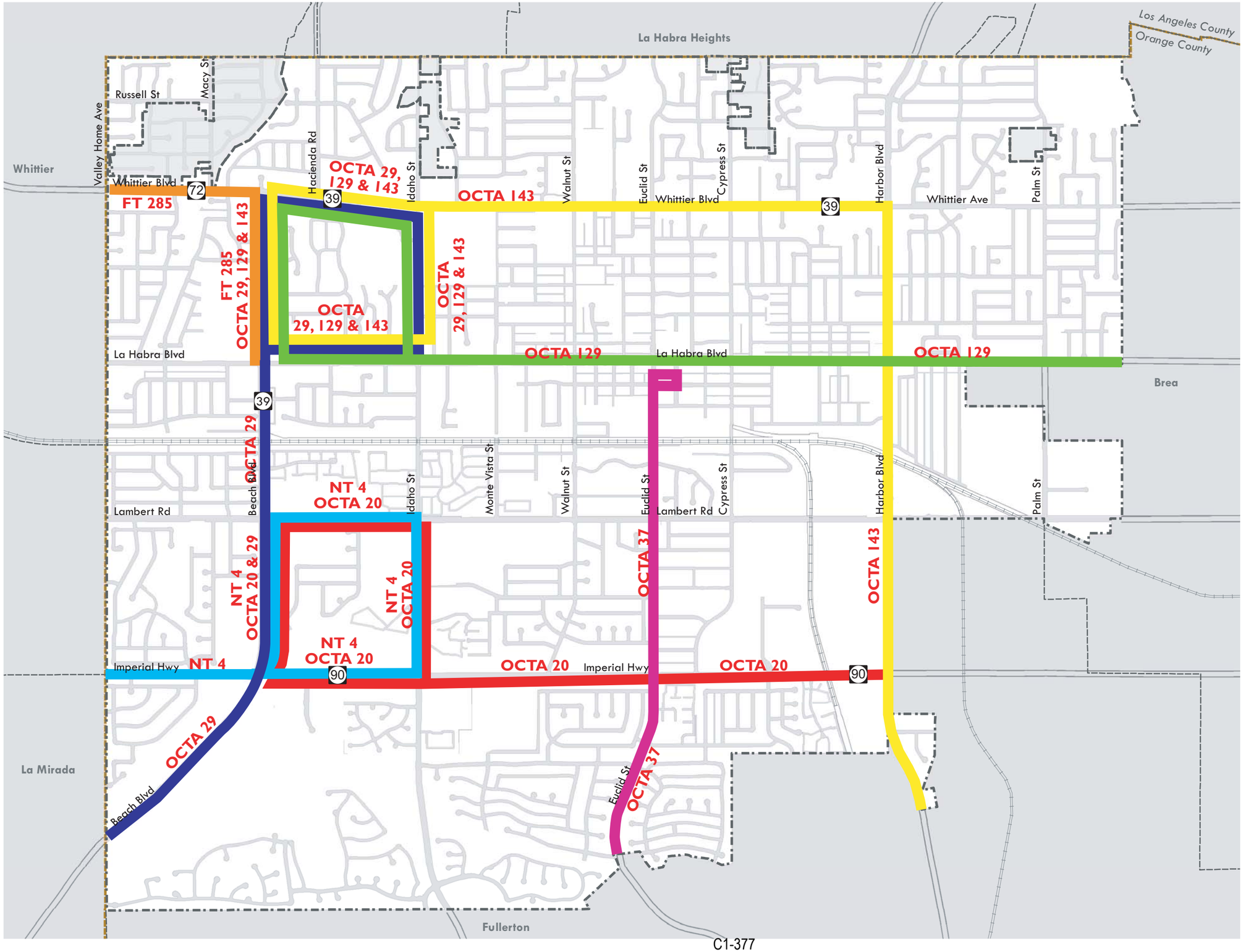
SOURCES: OCTA Transit Schedules, http://octa.net/bus-routes-and-schedules.aspx (accessed January 5, 2011); Foothill Transit Schedules, http://www.foothilltransit.org/schedules_routes/schedules.htm (accessed January 5, 2011); Norwalk Transit Schedules, http://www.ci.norwalk.ca.us/trans_schedule.asp (accessed January 5, 2011).

a. Boardings/alightings within City of La Habra only.

b. Estimate.

The City of La Habra provides a curb-to-curb transportation service, the "La Habra Shuttle" for Seniors 65 years and older and persons with disabilities who are residents of the City of La Habra. It operates every Monday through Friday (except holidays) from 7:30 AM until 4:30 PM to destinations within La Habra as well as St. Jude Medical Center and Whittier Hospital. Para-Transit service for disabled persons is provided by the OCTA ACCESS program. Vanpool service is available by local privately owned companies to major destinations such as employment and commercial centers.

The nearest Metrolink train station is located at Buena Park, approximately 4 miles south of the City, which provides commuter train service from Oceanside to Los Angeles Union Station. The nearest Amtrak train station is located in Fullerton, approximately 5 miles south of the City. The nearest common-carrier airport is John Wayne Airport in Newport Beach, approximately 23 miles south of the City. There are ongoing plans to extend the existing Los Angeles Metropolitan Transit Agency (LAMTA) Gold Line fixed guideway transit system to neighboring Whittier and possibly on to Fullerton in the future. While the construction of any future fixed guideway transit line may be 20 or more years off, the preservation of the Union Pacific Railroad right-of-way, should the freight line be abandoned, is paramount to ensure that efficient mass transit can be brought to La Habra as well as provide space for future Class I bike trails.



C1-377

City of La Habra
GENERAL PLAN

CITY of LA HABRA
General Plan Update

EXISTING TRANSIT ROUTES

Legend

- Railroad
- La Habra City Limits
- County Boundary
- OCTA 20
- OCTA 29
- OCTA 37
- OCTA 129
- OCTA 143
- Foothill Transit 285
- Norwalk Transit 4

Miles
0 0.125 0.25 0.5

Figure 5-9

Non-Motorized Transportation System

Non-motorized transportation options are becoming increasingly important in meeting the future mobility needs of residents, workers, and visitors in La Habra. As conventional transportation modes become more congested and with the increasing need to reduce greenhouse gases and improve air quality, the potential for future growth is becoming more dependent on the development of safe and convenient non-motorized transportation options, including comprehensive bikeway and pedestrian networks.

As the principal non-motorized transportation modes, bicycling and pedestrian options in conjunction with improved transit availability and flexibility are cost-effective ways of reducing congestion, improving air quality, and achieving mobility goals. Meeting the needs of residents and visitors for non-motorized transportation options by providing additional bikeway facilities and programs will contribute toward reaching the City's transportation goals.

BICYCLE FACILITIES

The City of La Habra has over 19 miles of existing bikeways, including 1.2 miles of Class I bikeways, 3 miles of Class II bike lanes, and 15 miles of Class III bike routes. An additional 4 miles of Class I and 7 miles of Class II bikeways are planned.

EXISTING BIKEWAY NETWORK

The existing La Habra bikeway network is shown on Figure 5-10 (Existing Bike Routes). The three existing bikeway facility types provided for in the City are described below—Class I bike paths (off-road paved), Class II bike lanes (on-road striped and signed), and Class III bike routes (on-road signed).

Class I Bike Paths

Class I bike paths are located off roadways, with at-grade or grade-separated roadway crossings. Class I bike paths do not allow motor vehicle traffic. Class I Bike paths are typically located along long uninterrupted corridors such as rivers, creeks, flood control channels, and railroad rights-of-way. Class I bike paths adjacent to flood control channels, inland waterways, and railroad rights-of-way are primarily intended for bicyclists but are often shared by other recreational users such as walkers, runners, and equestrians.

There are approximately 1.2 miles of existing Class I bicycle facilities in the City. The City's Class I bike paths are located at:

- Guadalupe Park Bikeway (adjacent to the Union Pacific Railroad right-of-way between Idaho Street and Walnut Street)
- Coyote Creek Bikeway (along Coyote Creek south of Imperial Highway)

Looking South along Coyote Creek Bikeway from Imperial Highway

Class II Bike Lanes

Class II bicycle facilities are signed and striped bicycle lanes located to the right of the vehicle traffic lane along a roadway. Bicycle lanes are typically located along collector and arterial roadways that provide connections through the City street system. They are the primary bike routes in the City. Class II facilities are not as attractive to bicyclists as Class I routes, as they must be shared with vehicle traffic, but they generally are more feasible to develop and provide access to more destinations, since they can potentially be implemented on many different types of streets.

There are approximately 3 miles of existing Class II bicycle facilities in the City, including the following routes:

- Idaho Street (Sandlewood Avenue to South City Limit)
- La Habra Boulevard (Palm Street to East City Limit)
- Lambert Road (Beach Boulevard to Clifton Street)
- Whittier Avenue (Harbor Boulevard to Palm Street)

Class III Bike Routes

Class III bike routes are signed as bikeways but have no designated area identified by striping or other means to separate them from vehicular traffic. Class III bike routes provide shared use with pedestrian and/or motor vehicle traffic and are identified only by bike route signing and are typically located along high-demand corridors. There are numerous existing Class III bicycle facilities in the City totaling approximately 15 miles. Table 5-14 (Existing Bikeways) provides a summary of the existing Class I, Class II, and Class III bikeways in the La Habra planning area.

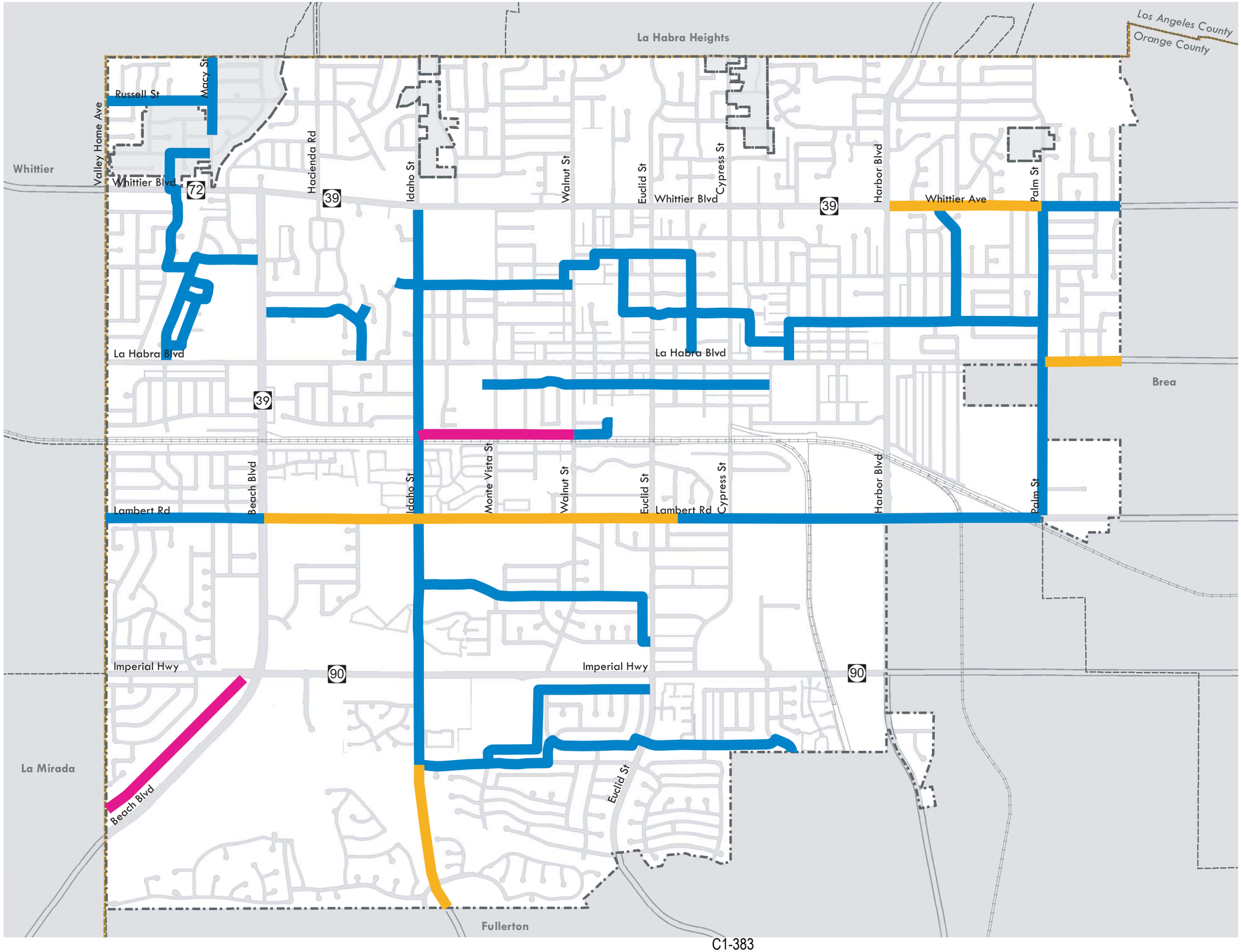
Table 5-14 Existing Bikeways

Name	*From*	*To*	*Class*	*Length (miles)*
Coyote Creek Bikeway	Imperial Hwy	South City Limit	I	0.66
Guadalupe Park Bikeway	Idaho St	Walnut St	I	0.50
Idaho St	Sandlewood Ave	South City Limit	II	0.45
La Habra Blvd	Palm St	East City Limit	II	0.25
Lambert Rd	Beach Blvd	Clifton St	II	1.30
Whittier Ave	Harbor Blvd	Palm St	II	0.67
Beach Blvd	Gregory Ln	El Portal Dr	III	0.17
Berkeley Ave	Dexford Dr	Lime St	III	0.05
Dexford Dr	Gregory Ln	La Habra Blvd	III	0.36
El Portal Dr	Beach Blvd	La Habra Blvd	III	0.45
Encinitas St	Las Lomas Dr	Keene Dr	III	0.15
Erna Ave	Lemon St	McPherson St	III	0.13
Euclid St	Parkwood Ave	Montwood Ave	III	0.16

Table 5-14 Existing Bikeways				
Name	*From*	*To*	*Class*	*Length (miles)*
First Ave	West of Hillcrest St	McPherson St	III	0.93
Florence Ave	Lois St	Lemon St	III	0.41
Fonda St	Stearns Ave	Whittier Blvd	III	0.39
Granada Dr	El Portal Dr	Granada Court	III	0.06
Greenwood Ave	Highlander Ave	Greenwood Ave/Hazel St	III	0.19
Greenwood Ave	Hazel St	Orange St	III	0.31
Gregory Ln	Rigsby St	Beach Blvd	III	0.29
Gwynwood Ave/Valwood Ave	Patwood Dr	Montwood Ave	III	0.29
Hanline Wy	La Plaza Dr	Idaho St	III	0.08
Highlander Ave	Idaho St	Walnut St	III	0.50
Idaho St	Whittier Blvd	Sandlewood Ave	III	1.78
Keene Dr	Encinitas St	Euclid St	III	0.03
Koopmans St	Whittier Blvd	Randall Ave	III	0.12
Lakeview Ave	Montwood Ave	South City Limit	III	0.07
Lambert Rd	Beach Blvd	West City Limit	III	0.51
Lambert Rd	Clifton St	Palm St	III	1.20
Las Lomas Dr	Idaho St	Encinitas St	III	0.73
Lemon St	Florence Ave	Erna Ave	III	0.09
Lime St	Morris Ave	Berkeley Ave	III	0.16
Lois St	Greenwood Ave	Florence Ave	III	0.19
Loma Verde Ave	Walnut St	Portola Park	III	0.16
Lorella Ave	Colleen St	Idaho St	III	0.10
Macy St	North City Limits	Wallace Ave	III	0.25
McPherson St	La Habra Blvd	Stearns Ave	III	0.13
Montwood Ave	Valwood Ave	Lakeview Ave	III	0.46
Morris Ave	Worth Ave	Dexford Dr	III	0.06
Orange St	Greenwood Ave	South of Ema Ave	III	0.31
Palm St	Whittier Ave	Lambert Rd	III	0.99
Parkwood Ave	Schoolwood Dr	Euclid St	III	0.36
Patwood Dr	Sandlewood Ave	Gwynwood Ave	III	0.08
Randall Ave	Koopmans Wy	Macy St	III	0.14

Table 5-14 Existing Bikeways				
Name	*From*	*To*	*Class*	*Length (miles)*
Rigsby St	Whittier Blvd	Gregory Ln	III	0.26
Russell St	Valley Home Ave	Macy St	III	0.33
Sandlewood Ave	Idaho St	Patwood Dr	III	0.41
Schoolwood Dr	Sandlewood Ave	Parkwood Ave	III	0.38
Stearns Ave	McPherson St	Palm St	III	0.81
Whittier Ave	Palm St	East City Limits	III	0.24
Whittier Blvd	Koopmans St	Rigsby St	III	0.02
Worth Ave	Dexford Dr	Morris Ave	III	0.07

SOURCE: KOA Corporation (2011).



City of La Habra
GENERAL PLAN

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EXISTING BIKE ROUTES

Legend

- Railroad
- La Habra City Limits
- County Boundary
- Class I Bike Path (Off-Road Paved)
- Class II Bike Lane (On-Road Striped & Signed)
- Class III Bike Route (On-Road Signed)

Miles
0 0.125 0.25 0.5

Figure 5-10

BICYCLE COMMUTING

Bicycle commuting in Orange County has been steadily increasing with the increased cost of motor vehicle operation and public concern regarding environmental issues, such as climate change and Green House Gas (GHG) emissions, and public health. The number of bicycle commuters in the City of La Habra has been estimated to be 549 based on the 2009 OCTA Commuter Bikeways Strategic Plan, as shown in Table 5-15 (Estimated Number of Bicycle Commuters). Also shown is associated information on vehicle trip reductions and air quality benefits of bicycling. As shown in Table 5-15, bicycle commuters in 2009 in the City resulted in a reduction of over 700 vehicle trips per weekday, or a reduction of over 2,300 vehicle miles per weekday.

Table 5-15 Estimated Number of Bicycle Commuters

Estimates	*Number*
Estimated Bicycle Commuters	
Estimated Total Number of Bicycle Commuters and Utilitarian Riders	549
Estimated Adjusted Mode Share	1.50%
Estimated Current Bicycle Trips	
Total Daily Bicycle Trips	1,098
Reduced Vehicle Trips per Weekday	712
Reduced Vehicle Miles per Weekday	2,301
Future Potential Bicycle Commuters	
Future Number of New Bicycle Commuters	246
Total Future Daily Bicycle Commuters	795
Future Total Daily Bicycle Trips	1,589
Future Reduced Vehicle Trips per Weekday	1,160
Future Reduced Vehicle Miles per Weekday	5,337
Future Reduced Vehicle Miles per Year	1,414,363
Future Air Quality Benefits	
Reduced HC (metric tons/year)	8
Reduced CO (metric tons/year)	29
Reduced NO_X (metric tons/year)	2
Reduced CO_2 (metric tons/year)	150,443

SOURCES: Alta Planning + Design, *2009 OCTA Commuter Bikeways Strategic Plan* (May 2009); Emissions rates from U.S. Environmental Protection Agency, *Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks*, USEPA report 420-F-00-013 (2000).

PEDESTRIAN FACILITIES

Pedestrian facilities are critical when planning for pedestrian connectivity and enhancing the walkability of neighborhoods and commercial districts. The City of La Habra is generally laid out on a grid street pattern, which affords pedestrian connectivity to much of the City. The City provides sidewalks on the majority of these streets, and many are equipped with enhanced pedestrian facilities such as pedestrian crosswalks, curb ramps, and tactile Americans with Disabilities Act (ADA) pads to provide connectivity and accessibility to major attractions such as schools, parks, and shopping centers.

Textured Crosswalk at the Intersection of Harbor Boulevard and La Habra Boulevard

Sidewalks provide an accessible and convenient path for pedestrians when well planned and designed. Adequate sidewalk widths free of irregular pavement, large cracks, and other damage should be considered for each street classification, with minimal obstructions and barriers which may inhibit pedestrian circulation. Pedestrian crossings such as crosswalks (parallel striped, ladder-style, zebra-striped, and textured paving) and crosswalks with flashing beacons help improve the safety of pedestrians crossing at intersections near schools and throughout the City. Curb ramps and tactile ADA pads at intersections improve the accessibility and safety of pedestrians with strollers, senior citizens, children, and the disabled. Radar speed feedback signs and other traffic calming measures can help slow traffic near pedestrian crossings. Providing enhanced pedestrian facilities encourages walking as a mode of travel, increasing public health while reducing traffic congestion and associated greenhouse gas emissions.

PEDESTRIAN SAFETY

The City provides pedestrian crosswalks with pedestrian signal heads and pushbuttons, curb ramps, and tactile ADA pads at all major signalized intersections throughout the City.

High-visibility crosswalks (such as zebra-striped), curb ramps, and "SLOW SCHOOL XING" pavement markings are provided at intersections adjacent to or near schools to provide additional safety measures for children.

Textured Crosswalk with Tactile ADA Pads along La Habra Boulevard

Neighborhood Traffic Management Program (NTMP)

La Habra's Neighborhood Traffic Management Program (NTMP) is a City-wide effort designed to address resident concerns about cut-through traffic, speeding, traffic volumes, and pedestrian safety. The Traffic Management Plans were developed as a result of resident input through community meetings and correspondence, and City staff coordination with a planning and engineering consultant.

Traffic Circle at the Intersection of Dexford Drive and Oakland Drive

The goal of the City of La Habra in implementing these plans is to make residential streets throughout the City more livable. The intent is to give the residents of La Habra an even more livable community where it is easy to travel by bike, on foot and by car. The Plans will help create safer residential streets by reducing speed, traffic volume and the number and severity of accidents.

The City conducted an intensive community outreach program with citizen input, including neighborhood workshops focusing on issues reflecting the diverse characteristics of different areas of the City. The outreach also involved press releases, mailings, flyer postings, email, and the City's website. This process was integrated into an overall planning strategy which developed solutions appropriate for each neighborhood. The City has implemented two traffic calming plans to date:

- **Costco Neighborhood,** the neighborhood bounded by Story Avenue, Beach Boulevard, Whittier Boulevard and the West City Limits. Heavy traffic volumes on these major streets near residential neighborhoods resulted in resident complaints related to cut-through traffic, high traffic volumes, and speeding through residential neighborhoods.
- **La Habra East Neighborhood**, the neighborhood bounded by Harbor Boulevard, La Habra Boulevard, the East City Limits and the North City Limits. The concerns of this area were a combination of commuter cut-through traffic and speeding on residential streets.

For these and future plan areas the NTMP process incorporates steps to provide for citizen input and determine general public support of the plans. Neighborhood Traffic Committees develop traffic calming plans with input from City staff and a traffic calming consultant. The public is invited to review and comment on these plans. The City also requests comments from the general public outside of the plan neighborhoods. The Neighborhood Traffic Committee assesses the practicality of incorporating the various traffic-calming, pedestrian-safety, and congestion-relief measures for each of these plan areas and selects various NTMP treatment options for the plans. Potential options include such devices as speed lumps, traffic circles, median islands, chicanes, and peak hour turning movement restrictions.

Additional traffic calming plans will be implemented in other areas of the City according to a priority ranking system as provided in the NTMP. Neighborhood meetings will be conducted after the committees are formed to develop neighborhood traffic management plans for these neighborhoods, incorporating appropriate traffic calming measures to address traffic-related issues. In all NTMP Plan

areas an evaluation of the results of the Neighborhood Traffic Management Plans will be conducted by collecting traffic volume and speed survey data after the improvements have been made. The "after" data will then be compared with data collected before implementation of the improvements.

5.4 FUTURE CONDITIONS

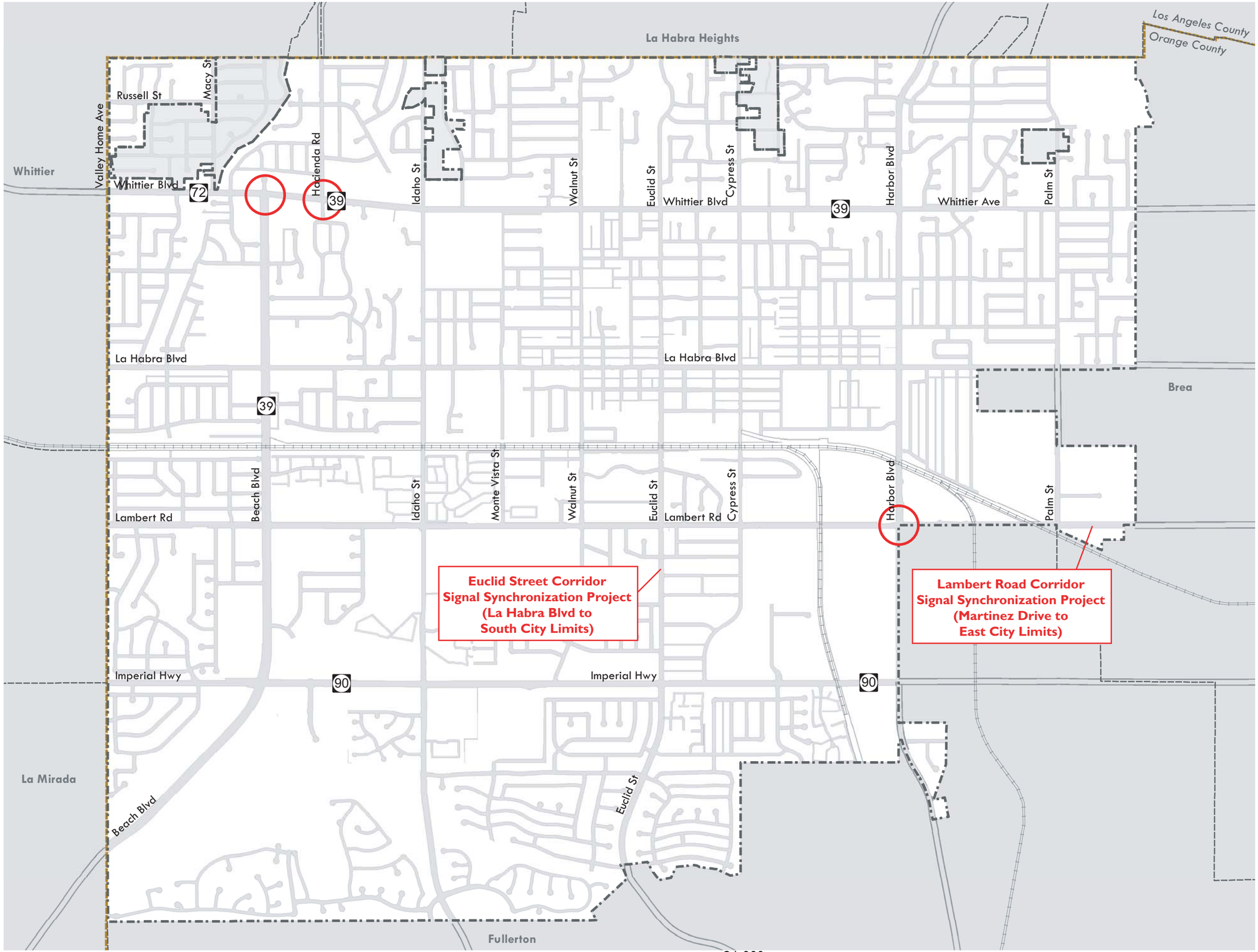
Planned Transportation Improvements

ROADWAY IMPROVEMENTS

The following roadway improvements are planned for the La Habra Street network and are funded through the Measure M and Renewed Measure M Seven Year Capital Improvement Program, Fiscal Years 2011/2012 through 2017/2018:

- **Euclid Street Corridor Signal Synchronization Project (La Habra Boulevard to South City Limits)**
  The project will synchronize 66 traffic signals in the cities of La Habra, Fullerton, Anaheim, Garden Grove, Santa Ana, and Fountain Valley.
- **Lambert Road Corridor Signal Synchronization Project (Martinez Drive to East City Limits)**
  The project will synchronize traffic signals on Lambert Road between Martinez Drive in the City of La Habra and Olinda Place in the City of Brea. The approximately 10-mile project includes 26 traffic signals in the cities of La Habra and Brea.
- **Harbor Boulevard/Lambert Road Intersection Improvements**
  The project will provide two eastbound and two westbound left turn lanes, and a westbound right turn lane. It will also provide second northbound and southbound left-turn lanes, and northbound and southbound right turn lanes. The project also includes signal modifications.
- **Whittier Boulevard/Hacienda Road Intersection Improvements**
  The project will provide one left turn lane, one through/left turn lane, and one right turn lane for the southbound approach, and one left-turn lane, two through lanes, and one right turn lane for the westbound approach.
- **Beach Boulevard/Whittier Boulevard Intersection Improvements**
  The project will provide an eastbound right-turn lane, and restripe the southbound approach to provide one left lane and one shared through/right lane. It also provides three westbound left-turn lanes.

Figure 5-11 (Planned Transportation Improvements) illustrates the locations and types (as described above) of planned roadway improvements for the La Habra street network.



City of La Habra
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PLANNED TRANSPORTATION IMPROVEMENTS

Legend

- Railroad
- La Habra City Limits
- County Boundary
- Intersection Improvements

Miles
0 0.125 0.25 0.5

Figure 5-11

NON-MOTORIZED IMPROVEMENTS

BIKEWAYS MASTER PLAN

The City of La Habra is developing a Bikeways Master Plan which will encourage the development of a safe and convenient bikeways system. The Bikeways Master Plan will be consistent with the OCTA Commuter Bikeways Strategic Plan, focusing on strategies to make bicycle transportation a viable option to the private automobile. The goals of the Master Plan will be as follows:

- Implement/Promote Bike Sharing
- City Bicycle Plan Amendments
- Construct Regional Bikeways
- Create Signature Bike Projects/Programs
- Educational Outreach To Promote Safety Among Cyclists
- Facilitate Increased Biking Opportunities
- Improve the Cyclist Environment (For Example Safety and Access)
- Improving Bicycle Infrastructure and Facilities (Lockers, Racks, Valets, Safe Bike Parking, Subsidies)
- Increase Bike/Walk Trips With Improved Streets And Facilities
- Promote Health Through Bicycle Programs By Partnering With Local Health Groups
- Upgrade the Bike Transportation System (Sharrows, Green Lanes, Separated Bikeways, etc.)

Table 5-16 (City of La Habra Proposed Bikeways) lists the proposed bikeways planned for inclusion in the La Habra Bikeways Master Plan. The Master Plan Bikeways are included in the OCTA Commuter Bikeways Strategic Plan (CBSP), adopted by OCTA in 2009. The CBSP is intended to create a comprehensive blueprint of the existing and proposed bikeways in the County, to create a complete network of bikeways. The CBSP identifies existing and proposed bikeways in Orange County, and contains information on bicycle commuting, bikeway amenities, signage, trail and roadway markings, and discussions of safety and education programs, and funding sources. The CBSP is intended as a starting point, to be modified based on the City's final Bikeway Master Plan.

Table 5-16 City of La Habra Proposed Bikeways

Name	*From*	*To*	*Class*	*Length (miles)*
Imperial Channel	Schoolwood Dr	W/O Village Dr	I	0.84
Union Pacific Railroad Corridor	West City Limit	Palm St	I	3.00
Beach Blvd	Gregory Ln	Imperial Hwy	II	1.33
Idaho St	Whittier Blvd	Imperial Hwy	II	1.53
La Habra Blvd	Valley Home Ave	Vallejo St	II	2.77
Lambert Rd	Cypress St	Palm St	II	1.00
Whittier Ave	Palm St	East City Limit	II	0.22
Palm St	Whittier Ave	Lambert Rd	II	1.00

SOURCE: Alta Planning + Design. *2009 OCTA Commuter Bikeways Strategic Plan* (May 2009).

5.5 ISSUES/IMPLICATIONS

The following summary of preliminary circulation issues in the City of La Habra is based on general observations, analysis of traffic data presented in this report, and discussions with City staff and General Plan Team members as part of the General Plan update process. A more detailed discussion of issues and policies will follow as part of the evaluation of the General Plan Alternatives, analysis of future conditions, and the development of the Land Use and Circulation Element.

Traffic

Existing roadway conditions in the City are generally good, with operating conditions at the City LOS D standard or better at all City jurisdiction intersections with one exception.[4] The one exception is the intersection of Harbor Boulevard at Lambert Road, which in 2011, operated at an unacceptable LOS E condition during the PM peak hour. This intersection will be improved with additional turn lanes and signal modifications. It is anticipated that the planned intersection improvements will improve operating conditions at Harbor Boulevard/Lambert Road to an acceptable LOS D or better condition.

Transit

Park & Ride lots provide a safe, convenient place for transit riders to park their vehicles to transfer to a carpool, vanpool, bus, or train. These facilities support transit usage and carpooling, reduce use of the single-occupant vehicle and associated traffic congestion, reduce greenhouse gas emissions and air pollution, and improve the performance of the transportation system in general. The City has no existing park and ride lots to fill this need, reducing the potential effectiveness of the transit network to improve traffic conditions and decrease pollution by reducing dependence on the single-occupant vehicle.

Transit Centers, or hubs, typically provide a sheltered location where several transit lines meet, facilitating convenient transfers and connections. Transit centers generally include bus parking turn-ins, bus shelters and benches, signage with guide maps and schedules, and vehicle parking. There is no existing transit center in the City of La Habra. Without a transit center passengers often must walk across busy streets to reach their connecting bus. The lack of a transit center makes transfers between buses less convenient, reducing ridership and the potential benefits of public transit such as reduced traffic congestion and reduced greenhouse gas emissions.

[4] Note LOS E is acceptable for State Highway intersections (i.e., Caltrans) and CMP intersections.

Non-Motorized Transportation

BICYCLE ROUTES

The City has two existing Class I (off-road paved) bicycle routes: between Idaho Street and Walnut Street, immediately north of the Union Pacific Railroad tracks; and along Coyote Creek west of Beach Boulevard and south of Imperial Highway. Class I bike routes encourage bicycle riding by providing a dedicated facility separate from vehicle traffic. Additional Bikeway facilities can also help reduce traffic congestion and achieve the greenhouse gas reduction goals of AB 32. Establishing additional routes can help the City achieve these goals while also providing recreational opportunities for residents and visitors. Potential additional Class I bicycle facilities have been identified for implementation on the following routes:

Cyclist Riding along a Class III Bike Route

- Imperial Channel between Schoolwood Drive and Village Drive, along the flood control channel on the south side of Imperial Highway
- Within Union Pacific Railroad Right-of Way (West City Limit to Idaho Street)
- Within Union Pacific Railroad Right-of Way (Walnut Street to East City Limit)
- Within Union Pacific Railroad Right-of Way (Between Cypress Street/Harbor Boulevard to the southern City limits);

The first route will require an agreement with the Orange County Flood Control Division. The last three routes will require an agreement with Union Pacific Railroad.

CONNECTIVITY

The City has many Class II and Class III bicycle routes; however, many of these routes do not connect on designated signed and striped routes or on separate pathways.

SECURE BICYCLE PARKING

Dedicated and secure bicycle parking encourages use of bicycles for commuting, shopping, and recreational purposes. There are few designated areas in the City set aside for secure bicycle parking. Increased safe and secure bicycle parking areas will help encourage bicycle use and help the City achieve its AB 32 greenhouse gas reduction goals.

Recent Legislative Mandates

COMPLETE STREETS

By implementing Complete Streets policies designed to accommodate the needs of all users and different modes of travel, a community can increase the number of trips made by these modes. For example, approximately one percent of all home-to-work trips in California in 2011 were made by

bicycle. By implementing a connected bikeway systems a city can increase this mode share, which would correspondingly reduce the number of vehicle trips and associated greenhouse gas emissions. An increase in the mode shares of transit, bicycle, and walking will thus help the City meet the transportation needs of all residents and visitors while reducing traffic congestion and helping meet the greenhouse gas reduction goals of AB 32.

5.6 FUNDING

SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT (SAFETEA-LU)

The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU)—signed into law in 2005—guarantees funding for highways, highway safety, and public transportation totaling $244.1 billion. SAFETEA-LU is the successor program to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) of 1998. SAFETEA-LU addresses safety improvements, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment through environmental stewardship. SAFETEA-LU focuses on projects of national significance, while giving state and local transportation decision makers more flexibility for solving transportation problems in their own communities.

HIGHWAY SAFETY IMPROVEMENT PROGRAM

The Highway Safety Improvement Program (HSIP) was established as a core Federal-aid program by the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), signed into law on August 10, 2005. The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.

The specific provisions pertaining to the HSIP are defined in Section 1401 of SAFETEA-LU, which amended Section 148 of Title 23, United States Code (23 USC 148) to incorporate these provisions. These provisions are still in effect due to Continuing Resolutions passed by Congress during Federal Fiscal Year 2009/10.

OFFICE OF TRAFFIC SAFETY PROGRAMS

The California Office of Traffic Safety (OTS) makes grants available to state and local public agencies for programs to help educate the public in traffic safety, enforce traffic laws, and provide various means of reducing fatalities, injuries and financial losses from traffic collisions. OTS also conducts public awareness campaigns and coordinates traffic safety efforts among public agencies, the media, and the general public. OTS obtains funding for its grants from Federal funding apportioned to California under the National Highway Safety Act and the Safe, Accountable and Flexible Efficiency Transportation Equity Act (SAFETEA-LU). Grants are used to mitigate traffic safety program deficiencies, expand ongoing activities, or develop new programs. Grant applications must be submitted through the web-based eGrants system.

SAFE ROUTES TO SCHOOL PROGRAMS

The Safe Routes to School Programs fund projects that improve safety and promote efforts to increase walking and bicycling to school. The programs coordinate efforts among schools, parents, transportation professionals, engineers, health agencies, and law enforcement to develop the most effective and sustainable projects to improve pedestrian and bicycling safety. There are two separate Safe Routes to School Programs, both administered by Caltrans:

- The State-legislated program—referred to as SR2S
- The Federal Program—referred to as SRTS

The State SR2S is a reimbursement program with funding derived from the State Highway Account (SHA). Caltrans announces an annual call for projects to allocate funding to each district based on school enrollment figures. Projects for which cities and counties apply for SR2S grants must be located in the vicinity of a school.

The Federal SRTS program is available to State, local, and regional agencies which can meet Federal transportation requirements. Non-profit organizations, school districts, and public health departments must partner with a city, county, MPO, or RTPA to serve as the responsible agency for their project. Funds are apportioned on the basis of student enrollment in each Caltrans District.

RENEWED MEASURE M

Renewed Measure M is a continuation of Orange County's half-cent transportation sales tax for an additional 30 years beginning in 2011. It is guided by an ordinance (a law pursuant to the California Public Utilities Code) that provides for the implementation of the Orange County Transportation Investment Plan and defines the specific requirements for eligibility of funds. Renewed Measure M provides approximately $15 billion for traffic congestion relief, freeway improvements, street and road maintenance, traffic signal synchronization, rail transit, and environmental protection. The program is focused on improving the County transportation system.

In order to be eligible for funding, agencies in Orange County must meet all requirements outlined in the ordinance. These requirements include adopting and/or maintaining the following programs:

- Congestion Management Program (Consistency with the OCCMP)
- Mitigation Fee Program
- Circulation Element
- Capital Improvement Program
- Traffic Forums
- Local Traffic Signal Synchronization Plan
- Pavement Management Plan
- Expenditure Report
- Project Final Report
- Time Limits for use of Net Revenues
- Maintenance of Effort
- No Supplanting of Funds
- Consider Transit and Non-Motorized Land Use Planning Strategies

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CHAPTER 6 Conservation/Natural Resources

6.1 OPEN SPACE

BIOLOGICAL HABITAT

Introduction and Background

The City of La Habra is highly urbanized with the exception of open space areas that support public parks, schools, and drainage courses. Within La Habra there are 24 parks that range in size from less than 0.5 acre to over 36 acres (refer to Section 4.1 [Parks, Trails, and Recreational Programs] for more information on parks), 14 public schools with open playfields (refer to Section 4.3 [Schools] for more information on schools), and three primary drainage channels with areas of adjacent vegetation and open space (refer to Section 3.3 [Stormwater/Drainage] for more information on the City's drainage facilities). Information for this section was obtained from the California Department of Fish and Game (CDFG) California Natural Diversity Database (CNDDB) and the City of La Habra General Plan 2020.

Because the City is intensively developed or has been substantially altered by past development activities, there are no areas that have been found that support important biological resources, which in turn would support special-status species habitat or rare, natural, or sensitive vegetation communities. Further, there are no known areas in La Habra that support native vegetation. Generally, the vegetation in the City consists of nonnative ornamental landscaping in the open space areas of the City's parks and schools. La Habra is considered "urban and cultivated" meaning that the City harbors no endangered species or significant biological resources, with the exception of mitigation areas of protected plant species within the Westridge Golf Course. Wildlife in the La Habra planning area is limited to wildlife species that are adapted to highly urbanized areas such as small mammals and birds. The parks and schools within the City support various tree species that provide suitable nesting and roosting habitat for resident and migratory bird species.

Regulatory Framework

FEDERAL

MIGRATORY BIRD TREATY ACT OF 1918

The Migratory Bird Treaty Act (MBTA) (16 USC §§703–711) includes provisions for the protection of migratory birds including the nonpermitted take of migratory birds, under the authority of the U.S. Fish and Wildlife Service (USFWS) and CDFG. The MBTA makes it unlawful to "take" (i.e., kill, harm, harass, etc.) over 800 species including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species. Communities are required to evaluate and avoid impacts to these species, especially during development construction activities on undeveloped parcels.

FEDERAL ENDANGERED SPECIES ACT OF 1973

Section 3 of the federal Endangered Species Act (ESA) defines an endangered species as any species or subspecies "in danger of extinction throughout all or a significant portion of its range." A threatened species is defined as any species or subspecies of fish, wildlife, or plants "likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range." Threatened or endangered species and their critical habitat are designated through publication of a final rule in the Federal Register. Designated endangered and threatened animal species are fully protected from "take" unless an applicant has an incidental take permit issued by the USFWS under Section 10 or incidental take statement issued under Section 7 of the ESA. A take is defined as the killing, capturing, or harassing of a species. Proposed endangered or threatened species or their critical habitats are those for which a proposed regulation, but no final rule, has been published in the Federal Register. Any development within the City would evaluate the potential impact to such species during its environmental review and appropriate measures, including permitting, would be taken in cooperation with the USFWS.

SECTION 404, JURISDICTIONAL WATERS

The U.S. Army Corps of Engineers (USACE), pursuant to Section 404 of the Clean Water Act (CWA), regulates discharges into "waters of the United States." This term has a broad meaning that includes special aquatic sites such as wetlands. Waters of the United States, as defined by regulation and refined by case law include (1) the territorial seas; (2) coastal and inland waters, lakes, rivers, and streams that are navigable waters of the United States, including their adjacent wetlands; (3) tributaries to navigable waters of the United States, including adjacent wetlands; (4) interstate waters and their tributaries, including adjacent wetlands; and (5) all other waters of the United States not identified above, such as isolated wetlands and lakes, intermittent streams, prairie potholes, and other waters that are not a part of a tributary system to interstate waters or navigable waters of the United States, the degradation or destruction of which could affect interstate commerce. A Section 404 Permit is required prior to any modification, infill, and/or discharge into jurisdictional waters. A Section 404 Permit is also required for issuance of a State Section 401 permit, which also regulates discharges into State jurisdictional waters. Any development within the City limits would evaluate its potential impact to "waters of the United States" and submit an application for a Section 404 Permit to USACE, as necessary.

STATE

CALIFORNIA ENDANGERED SPECIES ACT

The California Endangered Species Act (CESA) declares that deserving plant or animal species will be given protection by the state because they are of ecological, educational, historic, recreational, aesthetic, economic, and scientific value to the people of the state. CESA established that it is state policy to conserve, protect, restore, and enhance endangered species and their habitats. Under state law, plant and animal species may be formally designated rare, threatened, or endangered by official listing by the California Fish and Game Commission. Listed species are generally given greater attention during the land use planning process by local governments, public agencies, and landowners than are species that have not been listed.

CESA authorizes that "Private entities may take plant or wildlife species listed as endangered or threatened under the Federal ESA and CESA, pursuant to a federal incidental take permit issued in

accordance with Section 10 of the Federal ESA, if CDFG certifies that the incidental take statement or incidental take permit is consistent with CESA" (Fish and Game Code Section 2080.1(a)).

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)—TREATMENT OF LISTED PLANT AND ANIMAL SPECIES

Both the federal and state Endangered Species Acts protect only those species formally listed as threatened or endangered (or rare in the case of the state list). Section 15380 of California Environmental Quality Act (CEQA) Guidelines; however, independently defines "endangered" species of plants, fish, or wildlife as those whose survival and reproduction in the wild are in immediate jeopardy and "rare" species as those who are in such low numbers that they could become endangered if their environment worsens. Therefore, a project will normally have a significant effect on the environment if it will substantially affect a rare or endangered species or the habitat of the species. The significance of impacts to a species under CEQA must be based on analyzing actual rarity and threat of extinction despite legal status or lack thereof.

CALIFORNIA DEPARTMENT OF FISH AND GAME (CDFG) CODE

Section 1600

The California Department of Fish and Game (CDFG) has direct jurisdiction under Fish and Game Code Section 1600 in regard to any proposed activities that would divert or obstruct the natural flow or change the bed, channel, or bank of any lake or stream. For activities that could affect a lake or streambed, it is necessary to enter into a Streambed Alteration Agreement with CDFG.

Sections 3503, 3503.5, and 3800

Sections 3503, 3503.5, and 3800 of the Fish and Game Code prohibit the "take, possession, or destruction of birds, their nests, or eggs." Disturbance that causes nest abandonment and/or loss of reproductive effort (i.e., killing or abandonment of eggs or young) is considered a "take."

PORTER-COLOGNE WATER QUALITY CONTROL ACT

The Porter-Cologne Water Quality Control Act charges the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCB) statewide with protecting water quality throughout California. Typically, the SWRCB and RWQCB act in concert with the USACE under Section 401 of the CWA in relation to permitting fill of federally jurisdictional waters. As discussed above, the Supreme Court Case recently acted to limit the regulatory jurisdiction of the USACE under Section 404 of the CWA (USSC 2001). This action did not limit the state's regulatory jurisdiction over Waters of the State (Guzy and Anderson 2001). Waters of the State are defined in Section 13050(e) of the Porter-Cologne Water Quality Control Act as "… any surface water or groundwater, including saline waters, within the boundaries of the state." Currently, an applicant would delineate the wetlands on their property utilizing methodology presented in the 1987 USACE Wetland Delineation Manual (Environmental Laboratory 1987) and the delineation would be verified by the USACE. In cases where an area meets the criteria to be considered a wetland, but the USACE does not have jurisdiction, the applicant is referred to the appropriate RWQCB. In these cases, the project must receive a permit for Waste Discharge Requirements or a Waiver of Waste Discharge Requirements from the RWQCB. Projects that affect Waters of the State are required by the RWQCB to incorporate mitigation. Mitigation

ratios are determined on a project specific basis during the permitting process and are based on the quality of the wetlands impacted by the project.

REGIONAL

ORANGE COUNTY CENTRAL-COASTAL NATURAL COMMUNITY CONSERVATION PLAN AND HABITAT CONSERVATION PLAN

The preparation of a comprehensive natural resources management conservation plan for Central and Coastal Orange County was completed in 1996. The Central and Coastal Orange County Natural Community Conservation Plan and Habitat Conservation Plan (NCCP/HCP) (and the associated Implementation Agreement) cover thirteen cities including La Habra. The purpose of the NCCP/HCP is to create a multi-species/multi-habitat reserve system and implementation of a long-term management program that will protect primarily coastal sage scrub and the species that utilize this habitat. At the same time that it protects this habitat and species the NCCP/HCP is also intended to allow for economical use of the lands that meet the people's needs.

The NCCP/HCP is intended to focus on multiple species and habitats and address conservation of these species on a regional context. The three main target species are the coastal California gnatcatcher, cactus wren, and orange-throated whiptail. There are twenty-six other species that are also identified and afforded management protection under the NCCP/HCP. An additional ten species of plants and animals that are either federally listed or treated as if they were listed according to FESA Section 10(a) are addressed within the NCCP/HCP.

Since the City is a participant in the funding and/or development of the NCCP/HCP, all City-owned parcels would fall under the participating landowner system of the NCCP/HCP. However, individual landowners within the City would be considered nonparticipating landowners. The NCCP/HCP provides nonparticipating landowners with different mitigation options than those provided for participating landowners. Nonparticipating landowners may satisfy the requirements of the FESA and CESA in relation to the species covered under the NCCP/HCP one of three ways:

- On-site avoidance of take
- Satisfaction of the applicable FESA and CESA regulations through the regular permitting and consultation process (outside the NCCP/HCP)
- Payment of a mitigation fee to the nonprofit management organization established by the NCCP/HCP

LOCAL

LA HABRA GENERAL PLAN 2020 NATURAL ENVIRONMENT ELEMENT

The La Habra General Plan 2020 Natural Environment Element focuses on the conservation of the natural environment with a goal to: "Protect and encourage the conservation of natural resources within the City including both natural and man-made open space for the welfare and enhancement of the quality of life through recreational opportunities for all residents."

The policies that support open space are:

- Preserve open space wherever possible and encourage landscaping to be provided in the urban setting to create an aesthetically pleasing environment and to act as a resource for native fauna habitats.
- Maintain, enhance, and acquire when feasible, open space resources at a ratio of 2.5 acres per 1,000 residents for active and passive recreational purposes to allow residents opportunities to enjoy physical and mental health.
- Strive towards the development of a linear park/green belt buffer system, which may include trails along the channels and railroad corridors throughout the City.

LA HABRA MUNICIPAL CODE TITLE 18 (ZONING), ARTICLE III (SPECIAL ZONES)

Chapter 18.42 (OS Open Space Zone) of the La Habra Municipal Code provides for the protection of parcels designated as permanent open space due to the hazardous nature of construction on these sites because of slope steepness, soil instability, or seismic hazard. The OS open space zone applies to public parks, flood control channels, and associated lands specified on the official map of open space.

Existing Conditions

VEGETATION

Because the City of La Habra is an inland residential urbanized community it has significantly less, if any, natural resources such as forests, rivers, or agricultural areas that could support native vegetation. Rather, the vegetation in La Habra generally consists of nonnative ornamental landscaping that has been planted in parking lots, along streets, around commercial buildings, and in the open space areas of the City's parks and schools. The 24 parks within the City each support lawns, urban trees, and landscaped areas. In addition, Vista Grande Park includes large undeveloped open space nature areas with trees and shrubs. Some of the schools in La Habra have large campuses that include relatively big areas of open space (e.g., play and ball fields) that also support lawn, urban trees, and landscaping.

The City's three primary drainage channels (i.e., La Mirada Creek, Coyote Creek, and Imperial Channel) running through La Habra adjacent to residential and commercial areas convey storm and urban runoff and support nonnative vegetation and tress; however, some areas along the channels are concrete lined and support very little vegetation.

La Mirada Creek

With that said, the one isolated area of the City that does support native vegetation is located within the eastern portion of the Westridge Golf Course along and adjacent to holes 10 through 18. As part of the La Habra Hills Specific Plan development, mitigation areas were formed and include the protection of Mulefat scrub, Southern willow scrub, Freshwater marsh, Coastal sage scrub, and Coastal oak woodland plant species.

WILDLIFE

Oeste Park

Because the City of La Habra is highly urbanized it supports a very low density of wildlife species. It is expected that only common wildlife species that have adapted to urbanized areas occur in the residential, commercial, park, school, and drainage course areas of planning area including small mammal species (e.g., raccoon, skunk, opossum, ground squirrels, and small rodents). The parks, schools, and drainage courses in La Habra also support various tree species that provide suitable nesting and roosting habitat for resident and migratory bird species. Bird species expected to occur include the northern mockingbird, house sparrow, mourning dove, rock dove, house finch, European starling, American crow, and Anna's hummingbird. In addition, the protected areas within the Westridge Golf Course could support sensitive bird species including the coastal California gnatcatcher that depends on nesting and foraging habitat provided by vegetation found within coastal sage scrub.

SENSITIVE BIOLOGICAL RESOURCES

Sensitive biological resources are those habitat or species that have been recognized by federal, state, and/or local agencies as being endangered, threatened, rare, or in decline throughout all or part of their historical distribution. Numerous sensitive animal and plant species have been identified within the La Habra region and are shown in Table 6.1-1 (Special-Status Wildlife Species Known to Occur in the Region) and Table 6.1-2 (Special-Status Plant Species Known to Occur in the Region). The species provided in Table 6.1-1 were found in the CNDDB, which lists special-status wildlife species that have historically occurred within the La Habra region. It is important to note that the inclusion in the database does not mean that any of the species listed would occur in the La Habra planning area. The potential presence of a species is dependent on the type of habitat available for establishment.

Three sensitive bird species including the coastal California gnatcatcher, coastal cactus wren, and yellow breasted chat depend on nesting and foraging habitat provided by vegetation communities found within sage scrub, coastal sage scrub, and riparian habitats. The City does not support these habitat types; therefore, it is not expected that these species would occur, with the exception of the isolated mitigation areas of coastal sage scrub within the Westridge Golf Course.

There are five other sensitive wildlife species known to occur in the region: western spadefoot, American badger, pocketed free-tailed bat, western mastiff bat, and western pond turtle. These species depend on open water, large open spaces, semiarid desertlands, vertical or nearly vertical cliffs, and slow moving creeks and pools. The City does not support these habitat types; therefore, it is not expected that these species would occur in the City.

The six sensitive plant species listed in Table 6.1-2 occur in chaparral, alkali sinks and marshes, grasslands, coastal sage scrub, rocky outcrops, wetlands, and riparian habitats. The City does not support these habitat types; therefore, it is not expected that these species would occur in the City, with the exception of the isolated mitigation areas of coastal sage scrub and freshwater marsh within the Westridge Golf Course.

Table 6.1-1 Special-Status Wildlife Species Known to Occur in the Region			
Common Name	***Scientific Name***	***USFWS***	***CDFG***
Coastal cactus wren	*Campylorhynchus brunneicapillus sandiegensis*	—	CSC
Coastal California gnatcatcher	*Polioptila californica californica*	FT	CSC
Western pond turtle	*Emys marmorata*	—	CSC
Western mastiff bat	*Eumops perotis californicus*	—	CSC
Yellow breasted chat	*Icteria virens*	—	CSC
Pocketed free-tailed bat	*Nyctinomops femorosaccus*	—	CSC
Western spadefoot	*Spea hammondii*	—	CSC
American badger	*Taxidea taxus*	—	CSC

SOURCE: California Department of Fish and Game, California Natural Diversity Database Occurrences, La Habra USGS quadrangle map (January 2011).

FE Federally Listed as Endangered
FSC Federal Special Concern Species
FT Federally Listed as Threatened
CSC California Special Concern Species
SE State Listed as Endangered
SFP State Fully Protected
SP State Protected
ST State Listed as Threatened

Table 6.1-2 Special-Status Plant Species Known to Occur in the Region				
Common Name	***Scientific Name***	***USFWS***	***CDFG***	***CNPS***
Parish's brittlescale	*Atriplex parishii*	—	—	1B
Intermediate mariposa lily	*Calochortus weedii* var. *intermedius*	—	—	1B
Plummer's mariposa lily	*Calochortus plummerae*	FSC	—	1B
Many stemmed dudleya	*Dudleya multicaulis*	—	—	1B
San Bernardino aster	*Symphyotrichum defoliatum*	—	—	1B
Coulter's goldfields	*Lasthenia glabrata* ssp. *couteri*	—	—	1B
California Walnut Woodland (sensitive habitat)		—	—	—

SOURCE: California Department of Fish and Game, List of Special Plants, California Natural Diversity Database, La Habra USGS quadrangle map (January 2011).

FE Federally Listed as Endangered
FSC Federal Special Concern Species
FT Federally Listed as Threatened
SE State Listed as Endangered
SR State Rare
1A Presumed extinct in California
1B Rare, threatened, or endangered throughout their range
2 Rare, threatened, or endangered in California, but more common in other states
4 Species of limited distribution in California (i.e., naturally rare in the wild), but whose existence does not appear to be susceptible to threat

Figure 6.1-1 (Sensitive Species Occurrences) depicts the recorded occurrences of sensitive species—coastal California gnatcatcher, coastal cactus wren, Coulter's goldfields, and many stemmed dudleya—within the La Habra planning area.

WETLANDS

As defined by the U.S. Environmental Protection Agency (USEPA), wetlands are lands where saturation with water is the dominant factor determining the nature of soil development and the types of plant and wildlife communities living in the soil and on its surface. As described in the Regulations Section, these habitats could be subject to protection under Sections 404 and 401 of the CWA and Section 1600 of the California Fish and Game Code.

The City of La Habra is characterized by urbanized land uses and does not have large open space areas that could support undisturbed seasonal wetlands or have other significant waters of the U.S. With that said, the U.S. Fish and Wildlife Service's 2011 National Wetlands Inventory (NWI) mapping database indicates there are intermittent fresh water emergent wetland, freshwater forested/shrub wetland, and riverine areas within the La Habra planning area. The NWI database also reports freshwater ponds within the Westridge Golf Course area. It is important to note that the wetland and riverine areas appear to be water courses associated with stormwater drainages and/or old natural creek courses that, in many cases, have been diverted, channelized, or modified to convey stormwater runoff. Further local environmental site assessments would need to occur in order to confirm the national database inventory information.

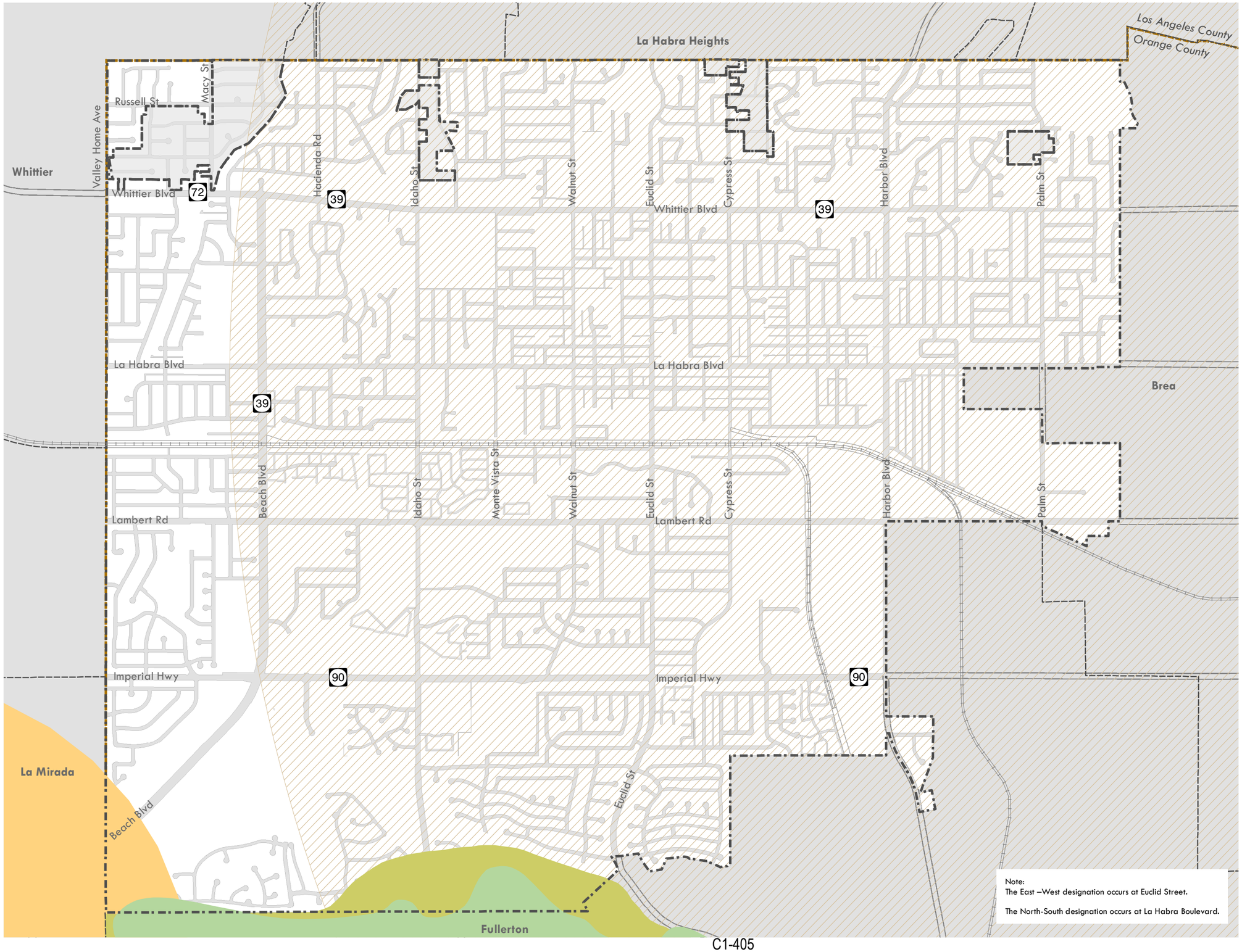
WILDLIFE CORRIDORS/LANDSCAPE LINKAGES

Wildlife corridors and landscape linkages are very important features that act as pathways for wildlife to travel over; connecting areas of high quality habitat. They help to compensate for the ongoing habitat isolation and fragmentation resulting from natural and man-made alterations to the environment by linking areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open-space areas by urbanization creates isolated "islands" of wildlife habitat. In the absence of habitat linkages that allow movement to adjoining open-space areas some wildlife species—especially the larger and more mobile mammals—would not likely persist over time in fragmented or isolated habitat areas because the imposed isolation would prohibit the infusion of new individuals and genetic information.

Wildlife corridors mitigate the effects of this fragmentation by (1) allowing animals to move between remaining habitats, thereby permitting depleted populations to be replenished and promoting genetic exchange, and (2) providing escape routes from fire. Because of the City's urbanized nature, no wildlife corridors or landscape linkages exist.

Issues/Implications

- Future development within the City will occur predominantly as in-fill or redevelopment of existing land uses. However, encroachment into areas that have the potential to serve as biological habitat (e.g., drainage courses and park areas with significant stands of trees and vegetation) could occur.
- Increased development could lead to the degradation of surface water and air quality, thereby further reducing any potential for land to contain important biological resources.



City of La Habra
GENERAL PLAN

CITY of LA HABRA
General Plan Update

SENSITIVE SPECIES OCCURRENCES

Legend

- Coastal California gnatcatcher
- Coastal cactus wren
- Coulter's goldfields
- Many-stemmed dudleya
- Railroad
- La Habra City Limits
- County Boundary

Source: City of La Habra, December 2010; CDFG 2011
Date Revised: August 11, 2011
TBR\CNDDB.mxd

Miles
0 0.125 0.25 0.5

Figure 6.1-1

References

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SCENIC RESOURCES

Introduction and Background

This section describes the existing visual environment of the City of La Habra and its surroundings. The scenic resources within the City include a variety of natural hillsides, panoramic views of the Orange County coastal plain and manmade elements. "Scenic resources" can include natural open spaces, scenic corridors, topographic formations, and landscapes including hillsides, water bodies, historical areas, parks, trails and pathways, golf courses, nature centers, and archaeological and architectural features. Additionally, "viewsheds" constitute the range of vision in which scenic resources may be observed. They are defined by physical features that frame the boundaries or context to one or more scenic resources. A region's topography can lend aesthetic value through the creation of public view corridors of ridgelines and mountains and through the visual backdrop created by hillsides. Viewsheds may include views of a range of resources—whether natural or man-made—and are also considered important scenic resources for preservation.

Information for this section was mostly obtained from other sections within this Technical Background Report. Refer to Section 2.5 (Community Identity) for more information on the natural elements, development and design, and community service programs that contribute to La Habra's character.

DEFINITIONS

Regulatory Framework

STATE

SCENIC HIGHWAY PROGRAM

The California Department of Conservation, Division of Land Resource Protection, works with landowners, local governments, and researchers to conserve open space resources statewide. Its purpose is to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. The State Legislature established the California Scenic

Highway Program in 1963 through Senate Bill 1467. The Senate Bill added Sections 260 et seq. to the Streets and Highway Code. In these statutes, the State proclaims its intent to:

> … establish the State's responsibility for the protection and enhancement of California's natural scenic beauty." After it is determined that a proposed highway satisfies the qualifications for Scenic Highway designation, the local jurisdiction, with support of its citizens, must adopt a program to protect the scenic corridor. The zoning and land use along the highway must meet the State's minimum requirements for scenic highway corridor protection. The five legislatively required standards for scenic highways under Section 261 of the Streets and Highways Code are:
>
> - Regulation of land use and density of development (i.e., density classifications and types of allowable land uses),
> - Detailed land and site planning (i.e., permit or design review authority and regulations for the review of proposed developments),
> - Prohibitions of off-site outdoor advertising and control of on-site outdoor advertising,
> - Careful attention to and control of earthmoving and landscaping (i.e., grading ordinances, grading permit requirements, design review authority, landscaping and vegetation requirements), and
> - The design and appearance of structures and equipment (i.e., placement of utility structures, microwave receptors, etc.).

As stated in Section IV of Caltrans' "Guidelines for the Official Designation of Scenic Highways," a Scenic Corridor is the area of land generally adjacent to and visible from the highway and is usually limited by topography and/or jurisdictional boundaries.

LOCAL

LA HABRA GENERAL PLAN 2020 NATURAL ENVIRONMENT ELEMENT

The La Habra General Plan 2020 Natural Environment Element focuses on the conservation of the natural environment. In regards to scenic resources, the main goal of the Element is to:

> Protect and encourage the conservation of natural resources within the City including both natural and man-made open space for the welfare and enhancement of the quality of life through recreational opportunities for all residents.

The policy that supports scenic resources most closely is:

- Preserve open space wherever possible and encourage landscaping to be provided in the urban setting to create an aesthetically pleasing environment and to act as a resource for native fauna habitats.

LA HABRA MUNICIPAL CODE TITLE 18 (ZONING), ARTICLE III (SPECIAL ZONES)

Chapter 18.42 (OS Open Space Zone) of the La Habra Municipal Code provides for the protection of parcels designated as permanent open space due to the hazardous nature of construction on these sites because of slope steepness, soil instability, or seismic hazard. The OS open space zone applies to public parks, flood control channels, and associated lands specified on the official map of open space.

Existing Conditions

SCENIC RESOURCES

Visual resources are an important component to the quality of life and identity of any geographic area. When people experience a place, their primary sensory interaction with that place is visual in nature. The scenic resources within the La Habra planning area include a variety of viewsheds—including the La Habra Basin, West Coyote Hills, Puente Hills, and the San Gabriel Mountains—all of which contribute to the unique character of La Habra.

SCENIC ROADWAYS

The California State Scenic Roadways Program, established in 1963 by the State Legislature, identifies key roadways in California that contribute to the state's scenic resources by providing viewsheds with aesthetic value. The program establishes the state's responsibility for the protection and enhancement of California's natural scenic beauty through regulations pertaining to scenic roadways and their function. The City of La Habra does not have an Officially Designated State Scenic Highway, Officially Designated County Scenic Highway, or Eligible State Scenic Highway located in or running through the planning area.

NATURAL ELEMENTS, VIEWS/VISTAS, AND OPEN SPACE

Snowy peaks of the San Gabriel Mountains

The City of La Habra is located within the La Habra Basin. Characterized as a valley with some gentle rolling terrain, the most prominent topographic features within the planning area are the hillsides of the Puente Hills to the north and the West Coyote Hills to the south. Valley elevations range from approximately 300 to 350 feet above measured sea level in La Habra. Viewsheds of the Puente Hills Range are at an elevation of approximately 417 feet to the north, whereas the West Coyote Hills Range top out at approximately 604 feet to the south—and beyond—those in La Habra have views of the 10,000-foot San Gabriel Mountains peaks to the north.[1] La Habra is highly urbanized with the exception of open space areas that support public parks, schools, and drainage courses. Over 300 acres—or 6 percent—of the planning area is parks and flood control channels and another 225 acres are existing schools that devote a portion of the school campus to open playfield areas.

La Mirada Creek and Coyote Creek are the two major seasonal drainage and flood control channels that collect and convey surface water through the City, in addition to the Imperial Channel. La Mirada Creek is entirely a natural surface water body with an earthen channel that intersects La Habra and flows southwest from the northern La Habra City limits, just west of Hacienda Road to the City limits of La

[1] MountainZone.com, West Coyote Hills Range—California Mountain Peak Information, http://www.mountainzone.com/mountains/detail.asp?fid=7433756 (accessed April 8, 2011).

Habra and Whittier, just south of La Habra Boulevard and north of Stanton Avenue. The Coyote Creek and the Imperial Channel also exhibit natural areas of an earthen bottom composite channel generally at the convergence of Coyote Creek's three branches (northern, central, and southern forks) with the Imperial Channel, north-easterly of Beach Boulevard and Imperial Highway (see Figure 7.1-8 [Flood Hazards and Flood Control Channels]).

Refer to the Biological Habitat section within Section 6.1 (Open Space), Section 6.2 (Watersheds and Groundwater Recharge), and the Flooding/Dam Inundation section within Section 7.1 (Natural Hazards) for more information concerning open space, natural resources, and flood control channels in the City.

MANMADE ELEMENTS

The most visually predominant "manmade elements" that are seen thorough La Habra are storm drain facilities and channels associated with portions of Coyote Creek. Coyote Creek has three forks—north, central, and southern—within the City and generally flows west and south through La Habra to the Los Angeles County line. Each fork of Coyote Creek's seasonal drainage and flood control channels are generally concrete-lined or are underground pipelines; however, some areas of the channels are natural, as described above. Coyote Creek's southern fork is typically referred to as the Imperial Channel and enters the City east of Harbor Boulevard south of Imperial Highway and flows west parallel to Imperial Highway until just past Walnut Street where it then flows to the northwest, crossing under Imperial Highway and Idaho Street to its confluence with Coyote Creek's north and central forks. Coyote Creek's central fork enters La Habra from the City of Brea in the northeastern corner of the City. From there, it flows south paralleling Palm Street, then swings west following Lambert Road until just west of Monte Vista Street at Lambert Road where it then flows southwest, crossing Idaho Street. Coyote Creek's north fork enters the City at Idaho Street from the City of La Habra Heights and generally flows south paralleling Idaho Street to the west. It then crosses under La Habra Boulevard and the Union Pacific Railroad until it converges north-easterly of Beach Boulevard and Imperial Highway with Coyote Creek's central and southern forks. Coyote Creek then flows as a pipeline under Beach Boulevard and continues as a concrete lined channel southwesterly adjacent to Beach Boulevard, exiting into the City of La Mirada.

La Habra Depot Theatre

The City of La Habra also contains important historic age structures that may be considered eligible for listing in significant federal, state, or local registers in the future. Such resources include the La Habra Children's Museum (housed in the renovated Union Pacific Depot), the La Habra Depot Theatre (built in the 1920s), the La Habra Art Building (built in the 1930s), and the Veteran's Hall (built in 1937) and the building that houses the La Habra History Museum (former library, also built in 1937) along with the original City Hall (demolished in 1970) that formed the Civic Center complex. In 2006 and 2007, the City conducted the first phase of a Historic Resources Inventory, which identified six structures that could be considered to be "landmarks" in La Habra. Further work on the phase two study will evaluate and classify the buildings to determine if they meet the criteria for inclusion on any historic register. Refer to Section 2.4 (Historic/Cultural Resources) for more specific information pertaining to the City's Historic Resources Inventory and these structures.

Issues/Implications

- Opportunities for recreation and additional scenic value are possible in La Habra—for example along the Union Pacific Railroad line—and future development will need careful planning to preserve the quality and quantity of these opportunities.

References

MountainZone.com. West Coyote Hills Range—California Mountain Peak Information. http://www.mountainzone.com/mountains/detail.asp?fid=7433756 (accessed April 8, 2011).

MINERAL RESOURCES

Introduction and Background

This section describes information on mineral deposits and confirms there are no existing mineral resource extraction or production activities within the La Habra planning area. Information for this section was obtained from the California Department of Conservation Division of the Oil, Gas, and Geothermal Resources (DOGGR); the California State Mining Bureau; and California Geologic Survey (CGS).

Regulatory Framework

STATE

SURFACE MINING AND RECLAMATION ACT

The State of California adopted the Surface Mining and Reclamation Act (SMARA) with the primary objectives being the assurance of adequate supplies of mineral resources important to California's economy and the reclamation of mined lands. The agencies responsible for administering this program at the state level are the CGS and the State Mining and Geology Board. The objectives of SMARA are implemented by local government agencies, with the assistance of the state, through land use planning and regulatory programs.

The SMARA's mineral resource conservation objective is achieved through a mineral inventory and land use planning process termed classification/designation, which jointly involves the CGS, the State Mining and Geology Board, and local government. Information on the location of important mineral deposits is developed by the CGS through a process of mineral land classification. The classification report is then used by the Board in designating deposits that are of economic significance to a region, the state, or the nation.

PUBLIC RESOURCES CODE SECTION 2762

The Public Resources Code (PRC) Section 2762 of SMARA states that within 12 months of receiving the mineral information described in Section 2761, and also within 12 months of the designation of an area of statewide or regional significance within its jurisdiction, every lead agency will, in accordance with State policy, establish mineral resource management policies to be incorporated in its general plan that

will recognize mineral information classified by the State Geologist. This will assist in the management of areas of statewide and regional significance, and help emphasize the conservation and development of identified mineral deposits.

STATE DIVISION OF MINES AND GEOLOGY

In addition to the informal guidance provided by the above-referenced sections of the SMARA, the state Division of Mines and Geology has prepared "Mineral Resource Management Goals and Policies," which, in accordance with the SMARA, provide additional guidance in the preparation of the County's Mineral Resource Management Program (MRMP). These goals and policies are achieved through a joint effort between the CGS, the Board, and local government (i.e., cities and counties).

LOCAL

LA HABRA MUNICIPAL CODE TITLE 18 (ZONING), ARTICLE III (SPECIAL ZONES)

Chapter 18.58 (Hazardous Waste Facility) provides facility siting criteria and permitting requirements (Section 18.58.100.N) that states within Mineral Resource Areas "facilities are prohibited from locating on lands containing significant mineral deposits, as classified by local plans or California's mineral land class maps and reports, if the extraction of the mineral deposit would be precluded."

Existing Conditions

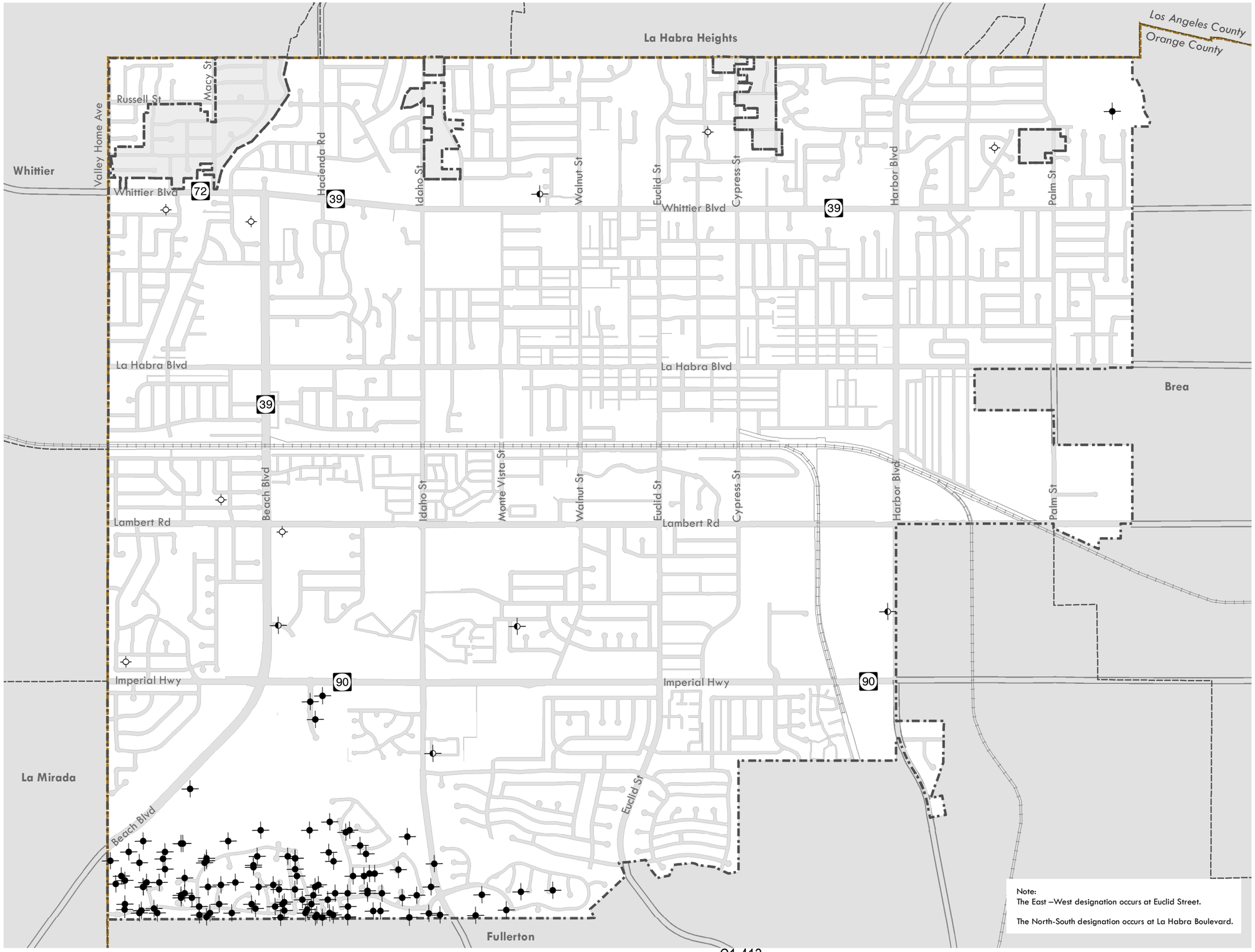
OIL RESOURCES

As described in Section 2.4 (Historic/Cultural Resources), in 1912 Standard Oil took a lease on 80 acres of the Emery Ranch in the West Coyotes Hills and established the Coyote Hills District, building an oil pipeline to El Segundo in the same year. In 1913, La Habra became a "tent city," with work camps assembled and large crews were hired to develop the oil land. Standard's Emery #2 came in at over 1,000 barrels a day, and this was followed by four other gushers on what was known as the "Big Bonanza Lease." The largest was Emery #7, providing more than 10,000 barrels a day. This was regarded as the greatest producer of oil in Southern California history. Thereafter, Standard sought additional land in the area, and acquired new leases. The oil industry was comparatively less active in the mid-1900s and is not active today.

La Habra falls within the DOGGR's District 1 for oil, gas, and water production. Figure 6.1-2 (Mineral Resources) provides locational information on La Habra's abandoned, idle, and dry hole oil wells. The planning area's abandoned oil wells are generally located in southern hillsides of La Habra, associated with the West Coyote Hills. The idle and dry hole oil wells are infrequent and generally scattered throughout the southern and western portion of the City.

MINERAL RESOURCES

Mineral resource areas are identified according to SMARA and the following criteria for Mineral Resource Zones (MRZ), Scientific Resource Zones (SZ), and Identified Resource Areas (IRA). The MRZ and SZ categories used by the State Geologist in classifying the state's lands, the geologic and economic data, and the substantiation upon which each unit MRZ or SZ assignment is based is presented in the land classification information provided by the State Geologist for the following areas:



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MINERAL RESOURCES

Legend

Oil Wells

- Abandoned Producer
- Idle
- Dry Hole
- Railroad
- La Habra City Limits
- County Boundary

Source: City of La Habra, December 2010; CA Dept. of Conservation DOGGR, 2010; CA State Mining Bureau Report 21, 1925, p. 71

Date Revised: October 12, 2011

17586 LaHabra GPU\Mineral_Resources.mxd

Miles
0 0.125 0.25 0.5

Figure 6.1-2

a. **MRZ-1**—Adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence; this zone shall be applied where well-developed lines of reasoning, based upon economic geologic principles and adequate data, demonstrate that the likelihood for occurrence of significant mineral deposits is nil or slight
b. **MRZ-2**—Adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists; this zone shall be applied to known mineral deposits or where well-developed lines of reasoning, based upon economic geologic principles and adequate data, demonstrate that the likelihood for occurrence of significant mineral deposits is high
c. **MRZ-3**—Containing deposits whose significance cannot be evaluated from available data
d. **MRZ-4**—Available information is inadequate for assignment to any other MRZ zone
e. **SZ Areas**—Containing unique or rare occurrences of rocks, minerals, or fossils that are of outstanding scientific significance shall be classified in this zone

Geographic Information System (GIS) searches of the California Geological Survey (CGS) online databases found no MRZ or SZ areas in the La Habra planning area.

Issues/Implications

- Oil deposits have been reduced in the La Habra planning area after nearly a century of oil extraction, but there may be sufficient remaining oil—and possibly untapped deposits—for continued extraction. Furthermore, oil extraction technology may make technical advances to permit additional production from previously depleted areas. Techniques such as the use of slant-drilling could allow multiple wells to be consolidated within smaller, enclosed spaces that do not need to be located directly over the deposits.

References

California Department of Conservation Division of the Oil, Gas, and Geothermal Resources (DOGGR). http://consrv.ca.gov/dog/Pages/Index.aspx (accessed April 11, 2011).

California Geologic Survey. SMARA Mineral Land Classification. http://www.conservation.ca.gov/cgs/minerals/mlc/Pages/Index.aspx (accessed April 11, 2011).

Root, Lloyd L. *Mines and Mineral Resources of Sacramento, Monterey and Orange Counties*. California State Mining Bureau Report 21, no. 1, 1925.

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6.2 WATERSHEDS AND GROUNDWATER RECHARGE

Introduction and Background

This section describes surface and groundwater resources, recharge areas, and regulatory programs related to the protection of water quality. It also describes the local drainage watershed area. Water resources are discussed in Section 3.1, stormwater management and drainage are discussed in Section 3.3, and flooding issues and hazards are discussed in Section 7.1. The various sources used in the preparation of this section include state, county, regional, and local resources such as the California Department of Water Resources (DWR), Santa Ana Regional Water Quality Control Board (SARWQCB), Municipal Water District of Orange County (MWDOC), Orange County Water District (OCWD), California Domestic Water Company (CDWC), and the City of La Habra.

LA HABRA GROUNDWATER BASIN

The City overlies the small un-adjudicated La Habra Groundwater Basin that is separated from the Orange County Basin. Therefore, groundwater conditions, management, and policies that exist throughout much of the Orange County Basin are not applicable to La Habra. The La Habra Basin was not covered in the DWR's *California's Groundwater Bulletin 118 Update 2003* and is classified as "Other Basins Not Covered" in the Metropolitan's *Groundwater Assessment Study*. The geologic structure of the La Habra Basin area is dominated by the northwest trending U-shaped down-fold known as the La Habra Syncline which is bounded on the north by the Puente Hills and on the south by the Coyote Hills (see Figure 6.2-2 [La Habra Basin]). The La Habra Syncline is a naturally occurring trough where significant quantities of groundwater have accumulated over the past 150,000 years. The La Habra Groundwater Basin consists of four major formations, which include bearing zones or aquifer units. These are the Alluvium, the La Habra Formation, the Coyote Hills Formation, and the San Pedro Formation. The Alluvium is found along the surface stream courses and is composed of unconsolidated silt, clay, sand, and gravel. Alluvium thickness ranges from a few feet to over 100 feet. The La Habra Formation lies below the Alluvium, but it can be seen where it is uplifted and exposed in both the Coyote Hills and in the Puente Hills. The La Habra Formation consists of mudstone, siltstone, sandstone, and conglomerate. It ranges in thickness from 300 to nearly 1,200 feet. Water levels of wells in the La Habra Formation have been measured between 100 and 200 feet below ground surface across the La Habra Basin area. Immediately underneath the La Habra Formation lies the Coyote Hills Formation. The Coyote Hills Formation is made up of mudstone interbedded with sandstone and pebbly conglomerate, which are 300 to 1,200 feet thick. Water levels in wells of the Coyote Hills Formation have been measured at about 120 feet below the ground surface. The deepest water-bearing unit is the San Pedro formation, which is comprised of cemented and non-cemented sands, silty sandstone, sandy conglomerate, and pebbly conglomerates. The San Pedro Formation ranges between 200 and 400 feet in thickness and produces the best quality groundwater of all the water-bearing zones. Pressure levels of confined groundwater in wells of the San Pedro aquifer zone range from about 100 to 200 feet below ground surface.[1]

In 1889, the East Whittier Land and Water Company was formed and financed the purchase of water bearing lands in the Basset area on the west side of the San Gabriel River and the construction of water

[1] City of La Habra, *2010 Urban Water Management Plan* (May 2011).

transportation facilities from the well field to the East Whittier area. The La Habra Water Company (LHWC) was incorporated in October 1902 for the purpose of constructing facilities for farmers living in the area now within the boundaries of the City of La Habra. The facilities to supply the LHWC were completed and water flowed to the service area in August 1903. At the same time, the CDWC was incorporated and purchased the facilities of the East Whittier Land and Water Company. The LHWC originally owned 50 percent of the CDWC's stock; however, LHWC did not prevail in the long run and the surviving water company in the area was CDWC.

In 1913, the La Habra Domestic Water Company (LHDWC) was formed, with the basic distribution lines constructed soon thereafter. Meters were installed in 1916. The LHDWC was sold in 1928 to other investors and in 1933 was sold to the City of La Habra.

COYOTE CREEK WATERSHED

The Coyote Creek Watershed (CCW), sometimes depicted as Lower San Gabriel River-Coyote Creek Watershed, comprises an area that drains approximately 165 square miles of densely populated urbanized areas of residential, commercial, and industrial development as well as some areas of open space and natural land (see Figure 6.2-1 [Coyote Creek Watershed]). The open and natural lands exist mostly in Puente Hills, Chino Hills, Coyote Hills, and Los Cerritos Wetlands. The CCW is located primarily within Orange and Los Angeles counties, with a small portion in San Bernardino County. The City of La Habra is located entirely within the CCW. The CCW is home to approximately one million people and is a tributary to the San Gabriel River.

Generally, the northern and eastern portions of the Watershed are characterized by permeable aquifer materials and therefore accept groundwater recharge. The areas in the southern and western portions of the watershed have an impermeable aquitard, which substantially limits the potential for groundwater recharge.[2]

Regulatory Framework

FEDERAL

CLEAN WATER ACT

The Clean Water Act (CWA) was designed to restore and maintain the chemical, physical, and biological integrity of the Nation's waters. The CWA also directs states to establish water quality standards for all "waters of the United States" and to review and update such standards on a triennial basis. Other provisions of the CWA related to basin planning include Section 208, which authorizes the preparation of waste treatment management plans, and Section 319, which mandates specific actions for the control of pollution from nonpoint sources. The U.S. Environmental Protection Agency (USEPA) has delegated responsibility for implementation of portions of the CWA to the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB), including water quality control planning and control programs such as the National Pollutant Discharge Elimination System (NPDES) Program.

[2] Orange County Public Works, *Coyote Creek Watershed Management Plan Technical Memorandum* (December 2005).

Section 303 of the CWA requires states to adopt water quality standards for all surface water of the United States. Section 304(a) requires the USEPA to publish water quality criteria that accurately reflect the latest scientific knowledge on the kind and extent of all effects on health and welfare that may be expected from the presence of pollutants in water. Where multiple uses exist, water quality standards must protect the most sensitive use. Water quality standards are typically numeric, although narrative criteria based upon biomonitoring methods may be employed where numerical standards cannot be established or where they are needed to supplement numerical standards. Section 303(c)(2)(b) of the CWA requires states to adopt numerical water quality standards for toxic pollutants for which USEPA has published water quality criteria and which reasonably could be expected to interfere with designated uses in a water body.

All projects resulting in discharges—whether to land or water—are subject to Section 13263 of the California Water Code and are required to obtain approval of Waste Discharge Requirements (WDRs) by the RWQCB. Land and groundwater-related WDRs (i.e., non-National Pollutant Discharge Elimination System WDRs) regulate discharges of privately or publicly treated domestic wastewater and process and wash-down wastewater. WDRs for discharges to surface waters also serve as NPDES permits, which are further described below. In addition, the City is subject to the rules and regulations imposed by Region 8 of the Regional Water Quality Control Board (Santa Ana Region).

Proposed development projects within the City are subject to CWA stipulations at the appropriate level of government. The City is responsible for assuring that new developments are in compliance with the CWA and associated water quality standards.

SAFE DRINKING WATER ACT

The federal Safe Drinking Water Act (SDWA), passed by Congress in 1974, requires the USEPA to develop drinking water standards. In California, the USEPA has delegated implementation of drinking water regulations to the state. The California Department of Health Services has responsibility to protect the quality of drinking water, in accord with California's Drinking Water Source Assessment and Protection Programs. Drinking water standards for the state of California are specified in the Health and Safety Code. The City is responsible for assuring that La Habra's drinking water supply is in compliance with the SDWA and state drinking water standards.

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) AND REUSE PERMITS

Implementation of regulations related to surface water is accomplished through the issuance of NPDES Permits issued by the RWQCB to point sources and MS4 (storm drains), construction sites, and reuse (reclaimed water) permits issued to individual wastewater treatment plants. The NPDES Permit system was established in the CWA to regulate both point source discharges—a municipal or industrial discharge at a specific location or pipe—and nonpoint source discharges—diffuse runoff of water from adjacent land uses—to surface waters of the United States. For point source discharges, each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge. However, at present the MS4 NPDES Permit is Best Management Practice-based. Two notable exceptions to the NPDES regulations are the exemption of agricultural and silvicultural activities including stormwater runoff from orchards, cultivated crops, pastures, rangelands, and forestlands.

Phase I of the NPDES stormwater program addresses stormwater runoff from "medium" and "large" municipal separate storm sewer systems (MS4s), generally serving populations of 100,000 or greater;

construction activities disturbing one acre of land or greater; and 10 categories of industrial activities. With respect to the disturbance of one acre of land or greater from construction activities, the SWRCB has issued a Statewide General Construction Activity Stormwater Permit, that applies to all construction activities on sites greater than one acre within the state.

Landowners are responsible for obtaining and complying with the General Construction NPDES Permit, but may delegate specific duties to developers and contractors by mutual consent. However, this delegation does not absolve landowners of ultimate responsibility to ensure NPDES compliance.

A Stormwater Pollution Prevention Plan (SWPPP) prepared in compliance with the General Construction NPDES Permit describes the site, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, strategies of post-construction stormwater management measures and maintenance responsibilities, training of staff, a list of contractors and subcontractors, and nonstormwater management controls. Dischargers are also required to inspect construction sites before and after storms to identify stormwater discharge from construction activity and to identify and implement controls where necessary. The City is responsible for ensuring that new developments are in compliance with NPDES regulations and associated stormwater and wastewater control measures.

STATE

PORTER-COLOGNE WATER QUALITY CONTROL ACT

The Porter-Cologne Water Quality Control Act authorizes the SWRCB to adopt, review, and revise policies for all waters of the state—including both surface and groundwater—and directs the RWQCB to develop regional Basin Plans. Section 13170 of the California Water Code also authorizes the SWRCB to adopt water quality control plans on its own initiative.

The Basin Plan specifically (1) designates beneficial uses for surface and ground waters, (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and (3) describes implementation programs to protect all waters in the region. In cases where the Basin Plan does not contain a standard for a particular pollutant, other criteria are used to establish a standard. Other criteria may be applied from SWRCB documents (e.g., the Inland Surface Waters Plan and the Pollutant Policy Document) or from water quality criteria developed under Section 304(a) of the CWA.

The California Toxic Rules (CTR) serves as one of the bases for revised and more stringent discharge prohibitions. In June 2003, the RWQCB issued an order outlining general NPDES permit and waste discharge requirements for discharges from surface water treatment facilities. The CTR serve to strengthen existing and complementary policies regarding surface water.

The California Antidegradation Policy (State Board Resolution 68 16: Statement of Policy in Respect to Maintaining High Quality of Waters in California) applies in all instances when water quality is better than that prescribed in the SWRCB's Water Quality Objectives. The purpose of the policy is to protect relatively uncontaminated aquatic systems and to prevent further degradation where it has occurred. The City is responsible for assuring that new developments are in compliance with the surface and groundwater policies associated with the Porter-Cologne Water Quality Control Act.

REGIONAL

REGIONAL WATER QUALITY CONTROL BOARD (RWQCB) WATER QUALITY CONTROL PLAN

Responsibility for the protection of surface water quality in California rests with the SWRCB and nine RWQCBs. The City of La Habra lies within the jurisdiction of the Santa Ana RWQCB. The SWRCB establishes statewide policies and regulations for the implementation of water quality control programs mandated by federal and state water quality statutes and regulations. The RWQCBs develop and implement Water Quality Control Plans (Basin Plans) that consider regional beneficial uses, water quality characteristics, and water quality problems. The Basin Plan also provides strategies and implementation plans for the control of point source and nonpoint source pollutants, the remediation of pollution, and the monitoring and assessment of the regions waters. The Basin Plan implements a number of federal and state laws, the most important of which are the state Porter-Cologne Water Quality Control Act and the federal CWA. The City is responsible for assuring that new developments are in compliance with the goals and policies contained in the SARWQCB Basin Plan.

ORANGE COUNTY WATER DISTRICT (OCWD) GROUNDWATER MANAGEMENT PLAN

In 1974, the OCWD proposed a Basin-wide groundwater quality monitoring program—on behalf of Basin Producers—to satisfy the drinking water testing requirements specified in the federal SDWA. The OCWD Plan also addresses the requirements of Senate Bill 1938, passed in 2002, which includes a list of issues to be addressed to ensure compliance of groundwater management plans with the California Water Code.

The Plan does not commit the OCWD to a particular program or level of Basin production, but describes key issues and the factors utilized by the Board in making Basin management decisions on an annual basis. Potential projects that are conceptually described in the Plan are described in greater detail in the Long-Term Facilities Plan. Two major objectives drive the Plan: (1) protecting and enhancing groundwater quality, and (2) cost-effectively protecting and increasing the Basin's sustainable yield.

ORANGE COUNTY DRAINAGE AREA MANAGEMENT PLAN

The purpose of the Drainage Area Management Plan (DAMP) is to satisfy NPDES permit conditions for creating and implementing an Urban Runoff Management Program to reduce pollutant discharges to the maximum extent practicable (MEP). The DAMP contains guidance on both structural and nonstructural BMPs for meeting these goals. The DAMP identifies activities required to implement the following six minimum control measures required under the Municipal Permit: public outreach, public involvement, illicit discharge detection and elimination, construction site runoff, existing development, new development and redevelopment, and municipal operations.

In order to ensure that construction sites implement the appropriate pollution control measures, the 2003 DAMP details recommended BMPs to be applied to new development and significant redevelopment in Orange County. Projects are identified as either priority projects or nonpriority projects. Priority projects include, but are not limited to, all significant redevelopment projects of 5,000 square feet (sf) or more of impervious surface on a developed site; new development projects that create 10,000 sf or more of impervious surface (collectively over the entire project site) including commercial, industrial, residential housing subdivisions (i.e., detached single family home subdivisions,

multi-family attached subdivisions [town homes], condominiums, apartments, etc.), and mixed-use; and public projects. This category includes development projects on public or private land, which fall under the planning and building authority of the permittees; automotive repair shops (with Standard Industrial Classification [SIC] codes 5013, 5014, 5541, 7532-7534, 7536-7539); restaurants where the land area of development is 5,000 sf or more; all hillside developments on 5,000 sf or more, which are located on areas with known erosive soil conditions or where the natural slope is 25 percent or more; developments of 2,500 sf of impervious surface or more, adjacent to (within 200 feet) or discharging directly into environmentally sensitive areas, such as areas designated in the Ocean Plan as Areas of Special Biological Significance or waterbodies listed on the Clean Water Act (CWA) Section 303(d) list of impaired waters; parking lots of 5,000 sf or more of impervious surface exposed to storm water; streets, roads, highways and freeways of 5,000 sf or more of paved surface; and retail gasoline outlets of 5,000 sf or more with a projected average daily traffic of 100 or more vehicles per day.

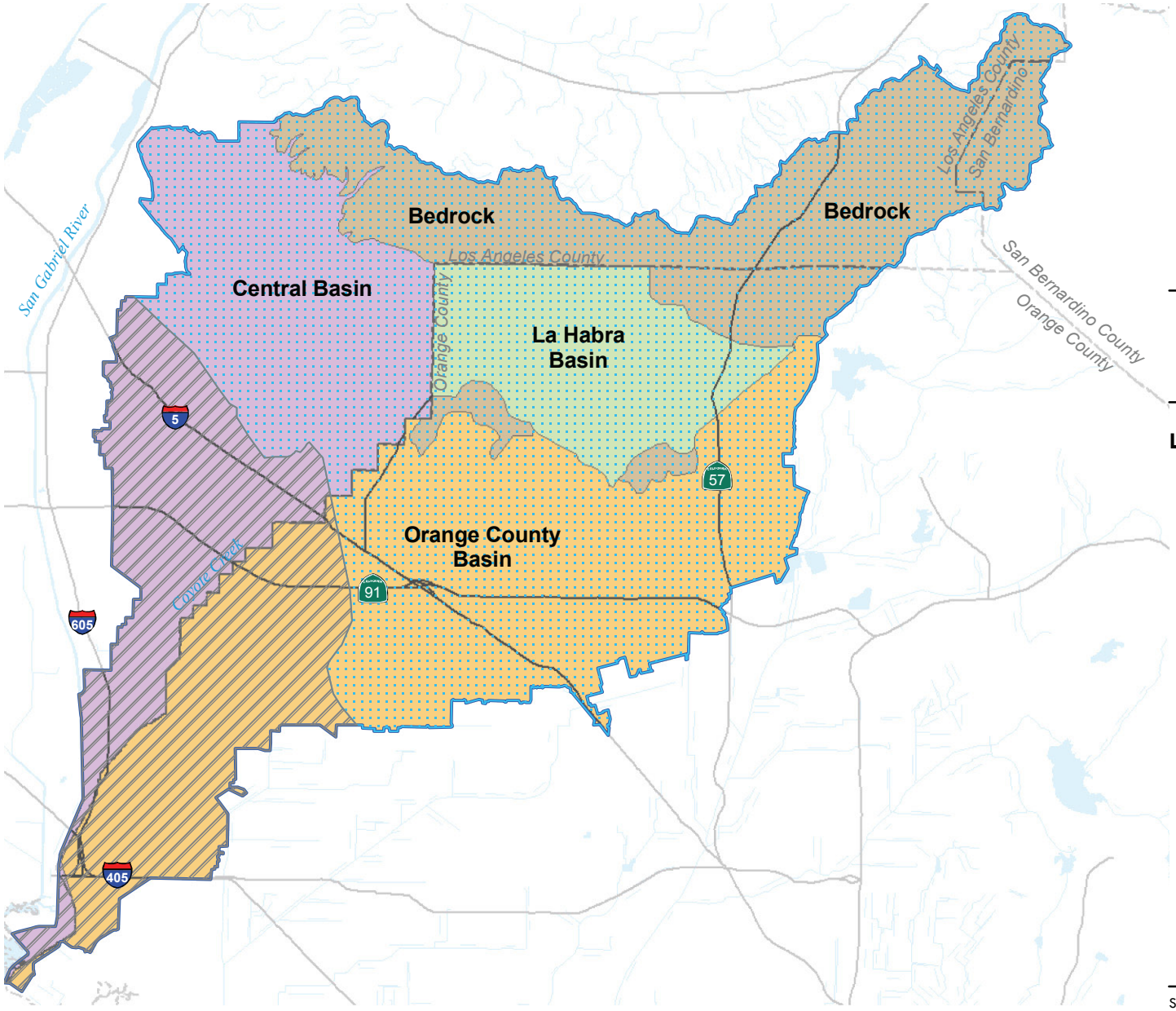
Projects participating in a regional or watershed program will also implement source control BMPs and site design BMPs consistent with the requirements of the approved regional or watershed-based plan. The combination of source control, site design, and treatment control BMPs or regional or watershed-based programs must adequately address all identified pollutants and hydrologic conditions of concern. These regulations are designed to ensure that stormwater quality management is considered during a project's planning phase, implemented during construction, and maintained for the life of the project.

Routine structural BMPs may function either to minimize the introduction of pollutants into the drainage system or to remove pollutants from the drainage system. Appropriate residential nonstructural BMPs listed in the DAMP that may be used on site to control typical runoff pollutants include homeowner/tenant education, activity restrictions, common area landscape management, BMP maintenance, common area litter and animal waste control, catch basin inspection, employee training, private street/lot sweeping, smart irrigation controllers to avoid over-watering, use of native drought-tolerant landscaping, and designated car washing location on site. BMPs can serve to address bacterial contaminants in addition to other contaminants, although there are no water quality standards set for bacteria levels. Applicable structural and nonstructural BMPs implemented on the site for source control and pollution prevention to minimize the introduction of pollutants into the drainage system depend on the ultimate configuration of the proposed land use.

Existing Conditions

SURFACE WATER AND COYOTE CREEK WATERSHED (CCW)

Surface water features within the CCW include Coyote Creek-Central Fork, Coyote Creek-North Fork, Brea Creek, Fullerton Creek, Carbon Creek, Moody Creek, and Los Alamitos Channel (Table 6.2-1 [Major Creeks and Channels within Coyote Creek Watershed] are detailed in Figure 6.2-1 [Coyote Creek Watershed]). Brea and Fullerton dams also exist within the CCW. Surface water bodies within the City are seasonal drainage channels and include Coyote Creek and La Mirada Creek. The general pattern of drainage flow in the City is from the north and south towards the center of the City until it reaches the channels and creeks which collect and transport the surface water flows in westerly and southwesterly directions through La Habra to the Los Angeles County line.



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COYOTE CREEK WATERSHED

Legend

- Coyote Creek Watershed Boundary
- County Boundary
- Water Bodies
- Highways

Groundwater Basin Permeability

- Central
- La Habra
- Orange County
- Bedrock
- Impermeable Aquitard
- Permeable Aquifer Materials are Likely

Source: County of Orange Resources and Development Management Department, 2007 Coyote Creek Watershed Management Plan.

Miles
0 1.5 3

Figure 6.2-1

Coyote Creek has three forks—north, central, and southern—within the City. Coyote Creek's southern fork is typically referred to as the Imperial Channel and enters the City east of Harbor Boulevard south of Imperial Highway and flows west parallel to Imperial Highway until just past Walnut Street where it transitions into an underground pipeline and flows to the northwest, crossing under Imperial Highway and Idaho Street to its confluence with Coyote Creek's north and central forks. Coyote Creek's central fork enters as a concrete lined channel from the City of Brea in the northeastern corner of the City. From there, it flows south transitioning into an underground pipeline paralleling Palm Street, then swings west generally as a concrete line channel following Lambert Road until just west of Monte Vista Street at Lambert Road where it becomes an earthen channel flowing southwest, crossing Idaho Street. Coyote Creek's north fork enters the City at Idaho Street from the City of La Habra Heights as an earthen channel and generally flows south paralleling Idaho Street to the west. It then transitions into a concrete channel, then an underground pipeline, back to an earthen channel, and continues to transition between the three types of channels crossing under La Habra Boulevard and the Union Pacific Railroad until it converges north-easterly of Beach Boulevard and Imperial Highway with Coyote Creek's central and southern forks. Coyote Creek then flows as a pipeline under Beach Boulevard and continues as a concrete lined channel southwesterly adjacent to Beach Boulevard, exiting into the City of La Mirada.

La Mirada Creek is an earthen channel that intersects La Habra and flows southwest from the northern La Habra City limits, just west of Hacienda Road to the City limits of La Habra and Whittier, just south of La Habra Boulevard and north of Stanton Avenue. The Los Angeles Department of Public Works monitors flows of Coyote Creek in the City of Long Beach. In 2003/04, the daily maximum flow in cubic feet per second (cfs) was 3,340 and the daily maximum in July was 31 cfs.

Table 6.2-1 Major Creeks and Channels within Coyote Creek Watershed

Major Creek/Channel	*Approximate Length (miles)*
Coyote Creek—Central Fork	15.8
Coyote Creek—North Fork	8.3
Brea Creek	9.8
Fullerton Creek	13.2
Carbon Creek	12.8
Moody Creek	3.7
Los Alamitos Channel	1.5

SOURCE: Orange County Public Works, *Coyote Creek Watershed Management Plan Technical Memorandum* (December 2005).

The CCW is a highly urbanized watershed containing roughly 84 percent urban land uses that drains approximately 165 square miles. The non-urban open space portions of the CCW exist in the northern area. Major open space areas include Puente Hills, Chino Hills, Coyote Hills, and Los Cerritos Wetlands. Minimal open space exists throughout the central and southern portions. The general flow direction is northeast to southwest.

WATERSHED WATER QUALITY

Beneficial uses (e.g., municipal and domestic supply; industrial service supply; industrial process supply; water contract recreation; noncontract water recreation; warm freshwater habitat; wildlife habitat; and rare, threatened, or endangered species) are designated for water bodies that exist within basin plans. These are developed in order to facilitate the development of programs and policies to attain the objective of the beneficial use. Coyote Creek is the only water body within the CCW that is listed as a beneficial use. Portions of the CCW and Coyote Creek are under the jurisdiction of the Los Angeles County Regional Water Quality Control Board (LACRWQCB) and SARWQCB. These RWQCB's have developed a list of beneficial uses for Coyote Creek, which are shown in Table 6.2-2 (Beneficial Uses of Coyote Creek).

Table 6.2-2 Beneficial Uses of Coyote Creek

Code	*Beneficial Use*	*Status of Use*
Los Angeles RWQCB		
MUN	Municipal and Domestic Supply	Potential
IND	Industrial Service Supply	Potential
PROC	Industrial Process Supply	Potential
REC1	Water Contact Recreation	Potential
REC2	Noncontact Water Recreation	Intermittent
WARM	Warm Freshwater Habitat	Potential
WILD	Wildlife Habitat	Potential
RARE	Rare, Threatened, or Endangered Species	Existing
Santa Ana RWQCB		
MUN	Municipal and Domestic Supply	Present or Potential
REC1	Water Contact Recreation	Present or Potential
WARM	Warm Freshwater Habitat	Present or Potential
WILD	Wildlife Habitat	Present or Potential

SOURCE: Orange County Public Works, *Coyote Creek Watershed Management Plan Technical Memorandum* (December 2005).

Section 303(d) of the CWA calls for the listing of impaired waters (i.e., surface and ground waters that are negatively impacted by pollution resulting in decreased water quality). Coyote Creek is listed as an impaired water body because it does not meet the set standard. Los Angeles County Department of Public Works monitors water quality in Coyote Creek near Spring Street in Long Beach, north of its confluence with the San Gabriel River. Monitoring exists for bacteria, minerals, nutrients, metals, pesticides, semi-volatile organic compounds (SVOCs), and other miscellaneous constituents.

GROUNDWATER SOURCES

The City currently obtains domestic water from groundwater and imported water supplies. The City owns and operates one well (Idaho Street Well) with a second well drilled and will be operational by mid 2012. The one existing operational well pumps water from the La Habra Groundwater Basin into the City's Zone 1 pressure zone. According to the City's 2010 UWMP, the City currently extracts 1,500 acre-feet per year (AFY), which accounts for approximately 10 to 12 percent of the City's water supply. The second well will increase the City's production to 2,500 AFY (20 to 25 percent). At present, the production for water quality meets all California water quality standards. The water quality for the second well has traces levels of iron and manganese, but with imported water blending provides quality drinking water and meets all water quality drinking standards. With the second well, imported water will account for approximately 75 to 80 percent of total water deliveries. Imported water comes from two sources: (1) through interties with CDWC and (2) Metropolitan Water District of Southern California via the MWDOC.[3]

The La Habra Basin is located in northern Orange County, north of the Orange County Basin, within the cities of La Habra and Brea (Figure 6.2-2 [La Habra Basin]). The La Habra Basin, which is part of the Anaheim Hydrologic Subunit and the Los Angeles-Gabriel Hydrologic Unit, underlies Metropolitan member agencies Municipal Water Districts of Orange County and the City of Fullerton. It comprises a shallow alluvial depression between the Coyote Hills and the Puente Hills. Little groundwater production occurs in the La Habra Basin due to low transmissivity and poor water quality—high total dissolved solids (TDS), sulfates, nitrates, and color. Potable groundwater production out of the basin has been approximately 1,200 AFY over the past several years by the City of La Habra. Treatment consists of air-stripping to remove hydrogen sulfide and addition of hexametaphosphate to sequester the iron and manganese. The City of La Habra has plans to expand production to a total of approximately 2,400 AFY. Hydrogeologic studies have indicated that 2,200 to 5,500 AFY of groundwater flows out of the La Habra Basin southerly into the Orange County Basin and westerly into the Central Basin. The La Habra Basin is currently unmanaged.[4]

GROUNDWATER QUALITY

Beneficial uses are designated for groundwater basins in the basin plans. Subsequently, appropriate water quality objectives can be established and programs that maintain or enhance water quality can be implemented to ensure protection of beneficial uses. Two beneficial uses have been designated for the La Habra Management Zone by the Los Angeles RWQCB. Beneficial uses of groundwater basins within the planning area are identified in Table 6.2-3 (Beneficial Uses of La Habra Basin).

[3] City of La Habra, *2010 Urban Water Management Plan* (April 2011).
[4] Metropolitan Water District of Southern California, *Groundwater Assessment Study* (September 2007).

Table 6.2-3 Beneficial Uses of La Habra Basin		
Code	***Beneficial Use***	***Status of Use***
Los Angeles RWQCB		
MUN	Municipal and Domestic Supply	Present or Potential
AGR	Agricultural Supply	Present or Potential
SOURCE:	Orange County Public Works, *Coyote Creek Watershed Management Plan Technical Memorandum* (December 2005).	

GROUNDWATER RECHARGE

The La Habra Basin is comprised of two distinct formations: (1) the upper zone consisting of alluvial material derived from the local Puente Hills and (2) the lower zone of folded conglomerate principally of marine origin. These two zones exhibit different levels permeability as well as independent water level fluctuations. The source of water for the upper zone, which consists of lower permeability, is recharged through the percolation of runoff from the Puente Hills, rainfall occurring on the surface of the basin, and percolation of imported irrigation water. The lower zone receives recharge from rainfall and runoff on the areas of outcrop and the downward movement of water from the upper zone both naturally and through wells perforated in both zones.

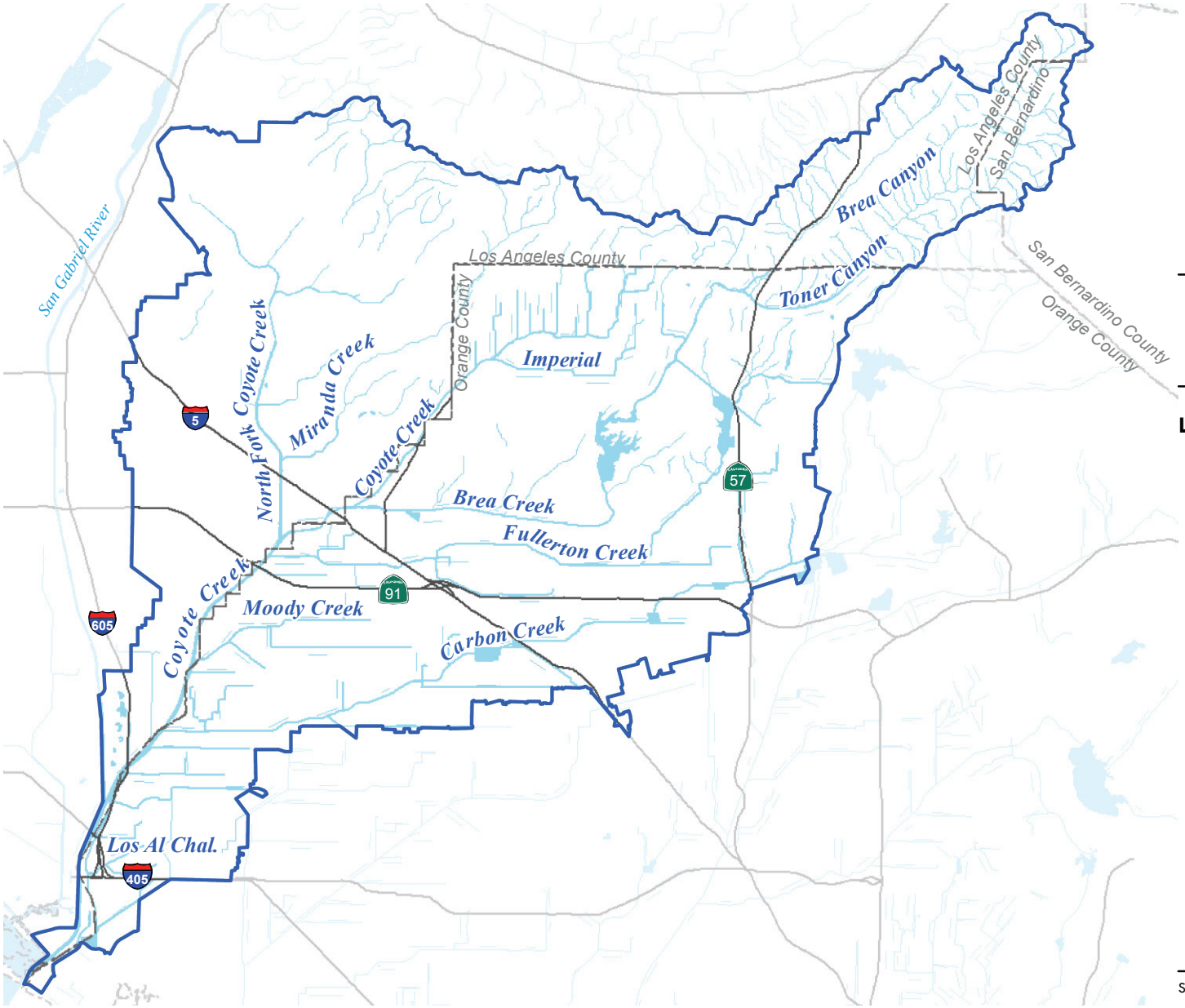
Due to the fact that the City of La Habra is predominantly urbanized and developed with impervious surfaces, the groundwater recharge that occurs within the City is limited. As previously discussed, percolation occurs in the earthen bottomed drainage course, parks and other open space areas (e.g., school playfields), and Westridge Golf Club. It is estimated that, on average, 3,700 AFY is percolated into the La Habra Basin each year.[5] The 2010 Urban Water Management Plan (UWMP) determined that up to 40 percent of the City's water could theoretically be supplied from the Basin (4,500 AFY) without resulting in over-draft conditions. Therefore, the Basin has adequate recharge.[6]

Future Conditions

The importance of utilizing conservation methods and increasing the use of local groundwater will continue to be crucial as the water supply in the western United States—particularly in California—continues to shrink as a result of long-term drought, resource preservation, and growing demand. The City of La Habra has to consider the demands of new development and the future availability of water. Future actions contemplated related to local groundwater include:

- The 2005 UWMP has estimated that the percentage of water supply generated by the La Habra Basin will increase from 12 to 20 percent of potable water for City consumption, a yield of 2,400 AFY.
- Potable water demand is expected to increase by roughly nine percent by 2030.

[5] City of La Habra, *2010 Urban Water Management Plan* (May 2011).
[6] City of La Habra, *2010 Urban Water Management Plan* (May 2011).



City of La Habra
GENERAL PLAN

CITY of LA HABRA
General Plan Update

LA HABRA BASIN

Legend

- Coyote Creek Watershed Boundary
- County Boundary
- Water Bodies
- Channel/Natural Creek
- Highways

Source: County of Orange Resources and Development Management Department, 2007 Coyote Creek Watershed Management Plan.

Miles
0 1.5 3

Figure 6.2-2

Issues/Implications

Future development in the La Habra planning area could lead to the following issues:

- Increased demand for water as the pervious surface area decreases, which restricts groundwater recharge.
- Increased pollutant concentration in stormwater runoff.

Implementation of policies in the *Coyote Creek Watershed Management Plan* could have implications on future General Plan policy decisions including, but are not limited to:

- Utilize green infrastructure design guidelines.
- Utilize LEEDS, Ahwahnee Principles, alternative energy and other green design guidelines.
- Include high-density Transit-Oriented development (TOD), public transportation, greenways, and local jobs.
- Consider daylighting urban creeks, concrete removal, and the planning of native species.
- Integrate watershed-based policies into local updates of general plan policies.

References

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La Habra, City of. *2010 Urban Water Management Plan*, May 2011.

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6.3 AIR QUALITY/GREENHOUSE GAS EMISSIONS

Introduction and Background

The first half of this section describes the existing air quality conditions in the City of La Habra. The regulatory agencies responsible for managing and improving air quality in the planning area are discussed along with the laws and plans that have been adopted to improve regional air quality. The second half of this section describes the existing global climate change/greenhouse gas (GHG) conditions within the City of La Habra. The information presented herein is a prelude to the information regarding global climate change as a result of an inventory of emission sources and the quantities that will be presented after the preparation of the Climate Action Plan (CAP). The regulatory agencies responsible for managing and improving air quality within the planning area are discussed along with the laws and plans that have been adopted to improve regional air quality.

Information for these two sections was obtained from the California Air Resources Board (California ARB), the South Coast Air Quality Management District (SCAQMD), the South Coast Air Quality Management Plan (AQMP), and the La Habra Municipal Code.

Air Quality Regulatory Framework

FEDERAL

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (USEPA)

The U.S. Environmental Protection Agency (USEPA) is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for atmospheric pollutants. NAAQS standards regulate emission sources that are under the exclusive authority of the federal government such as aircraft, ships, and certain locomotives.

As part of its enforcement responsibilities, the USEPA requires each state with federal nonattainment areas (i.e., areas where localized measured data exceeds a criteria pollutant standards) to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution using a combination of performance standards and market-based programs within the timeframe identified in the SIP.

THE CLEAN AIR ACT (CAA)

The Clean Air Act of 1970 (CAA) and the CAA Amendments of 1971 required the USEPA to establish NAAQS with states retaining the option to adopt more stringent standards or to include other specific pollutants. These standards are the levels of air quality considered safe—with an adequate margin of safety—to protect the public health and welfare. They are designed to protect those "sensitive receptors" most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Current NAAQS are listed in Table 6.3-1 (National and California Ambient Air Quality Standards). Areas that meet the ambient air quality standards are classified as "attainment" areas, while areas that do not meet these standards are classified as "non-attainment" areas. The classifications for ozone non-attainment include and range in magnitude from marginal, moderate, serious, severe, and extreme. The USEPA classifies the South Coast Air Basin (SCAB) as being in attainment for CO and NO_2. The SCAB is in non-attainment for PM_{10} and $PM_{2.5}$ and is in extreme non-attainment for ozone (1-hour) and severe non-attainment for ozone (8-hour). Table 6.3-2 (Attainment Status for SCAB) lists the attainment status of the SCAB for the criteria pollutants.

Table 6.3-1 National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards	Federal Standards	
		Concentration	Primary[c,d]	Secondary[c,e]
Ozone (O_3)	1 hour	0.09 ppm (180 µg/m^3)	—	Same as primary standards
	8 hours	0.070 ppm (137 µg/m^3)	0.075 ppm (147 µg/m^3)	
Respirable Particulate Matter (PM_{10})	24 hours	50 µg/m^3	150 µg/m^3	Same as primary standards
	Annual arithmetic mean	20 µg/m	—	
Fine Particulate Matter ($PM_{2.5}$)	24 hours	No separate state standard	35 µg/m	Same as primary standards
	Annual arithmetic mean	12 µg/m	15.0 µg/m	
Carbon Monoxide (CO)	8 hours	9 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	None
	1 hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	
Nitrogen Dioxide (NO_2)	Annual arithmetic mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	Same as primary standard
	1 hour	0.18 ppm (339 µg /m^3)	0.100 ppm	
Sulfur Dioxide (SO_2)	Annual arithmetic mean	—	—	—
	24 hours	0.04 ppm (105 µg/m^3)	—	—
	3 hours	—	—	0.5 ppm (1,300 µg/m^3)
	1 hour	0.25 ppm (655 µg/m^3)	0.75 ppm (196 µg/m^3)	—
Lead[f]	30-day average	1.5 µg/m^3	—	—
	Calendar quarter	—	1.5 µg/m^3	Same as primary standard
	Rolling 3-month average[h]	—	0.15 µg/m^3	
Visibility Reducing Particles	8 hours	Extinction coefficient of 0.23 per km—visibility of 10 mi. or more due to particles	No federal standards	
Sulfates	24 hours	25 µg/m^3	No federal standards	
Hydrogen Sulfide	1 hour	0.03 ppm (42 µg/m^3)	No federal standards	
Vinyl Chloride[f]	24 hours	0.01 ppm (26 µg/m^3)	No federal standards	

Table 6.3-1 National and California Ambient Air Quality Standards				
		California Standards	*Federal Standards*	
Pollutant	*Averaging Time*	*Concentration*	*Primary[c,d]*	*Secondary[c,e]*

SOURCE: California Air Resources Board, Ambient Air Quality Standards (September 8, 2010), http://www.arb.ca.gov/research/aaqs/aaqs2.pdf (accessed April 6, 2010).

a. California standards for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, PM_{10}, and visibility reducing particles are values that are not to be exceeded. The standards for sulfates, lead, hydrogen sulfide, and vinyl chloride standards are not to be equaled or exceeded.

b. National standards, other than 1-hour O_3, 8-hour O_3, 24-hour PM_{10}, 24-hour $PM_{2.5}$, and those based on annual averages, are not to be exceeded more than once a year. The 1-hour O_3 standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above the standard is equal to or less than one. The 8-hour O_3 standard is attained when the 3-year average of the annual fourth-highest daily maximum 8-hour concentrations is below 0.08 ppm. The 24-hour PM_{10} standard is attained when the 3-year average of the 99th percentile 24-hour concentrations is below 150 µg/m^3. The 24-hour $PM_{2.5}$ standard is attained when the 3-year average of the 98th percentile 24-hour concentrations is below 65 µg/m^3.

c. Concentration expressed first in units in which it was promulgated. Equivalent units given in parenthesis are based on a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibars). All measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury; parts per million (ppm) in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

d. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

e. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

f. The California ARB had identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

g. National lead standard, rolling 3-month average: final rule signed October 15, 2008.

Table 6.3-2 Attainment Status for SCAB		
Pollutant	*State Status*	*Federal Status*
Ozone (1-hour)	Extreme nonattainment	Note[a]
Ozone (8-hour)	Nonattainment	Extreme Nonattainment
PM_{10}	Nonattainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment/Maintenance
NO_2	Attainment	Attainment/Maintenance
SO_2	Attainment	Attainment
Lead (Pb)	Attainment	Attainment

SOURCES: California Air Resources Board, 2010 State Area Designations Maps, http://www.arb.ca.gov/desig/adm/adm.htm (accessed December 8, 2010).

a. The federal 1-hour ozone standard was revoked in 2005 and is no longer in effect for the state of California.

The Clean Air Act (CAA)—and its subsequent amendments—requires each state to prepare an air quality control plan referred to as SIP. The CAA Amendments dictate that states containing areas violating the National Ambient Air Quality Standards (NAAQS) revise the State Implementation Plans (SIPs) to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The SIP is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The USEPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

STATE

CALIFORNIA AIR RESOURCES BOARD (ARB)

The California Air Resources Board (ARB), a part of the California Environmental Protection Agency (Cal/EPA), is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity, the California ARB conducts research, sets state ambient air quality standards, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. The California ARB establishes emissions standards for motor vehicles sold in California, consumer products (e.g., hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

REGIONAL

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD)

The South Coast Air Quality Management District (SCAQMD) is the regional agency principally responsible for comprehensive air pollution control in the South Coast Air Basin (SCAB). To that end, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all federal and state government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

The SCAQMD is directly responsible for reducing emissions from stationary (i.e., area and point), mobile, and indirect sources. It has responded to this requirement by preparing a sequence of Air Quality Management Plans (AQMPs). The most recent AQMP was adopted by the Governing Board of the SCAQMD on June 1, 2007, to update and revise the previous 2003 AQMP. The 2007 AQMP was prepared to comply with the federal and state Clean Air Acts and amendments—to accommodate growth—to reduce the high pollutant levels in the SCAB, to meet federal and state ambient air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The purpose of the 2007 AQMP for the SCAB is to set forth a comprehensive program that will lead the area into compliance with all federal and state air quality planning requirements. The 2007 AQMP proposes attainment demonstration of the federal $PM_{2.5}$ standards through a more focused control of sulfur oxides (SO_X), directly emitted $PM_{2.5}$, and nitrogen oxides (NO_X) supplemented with volatile organic compounds (VOC) by 2015. The 8-hour ozone (O_3) control strategy builds upon the $PM_{2.5}$ strategy, augmented with additional NO_X and VOC reductions to meet the standard by 2024 assuming a time extension is obtained. The 2007 AQMP also addresses several federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The 2007 AQMP builds upon the approaches taken in the 2003 AQMP for the SCAB for the attainment of the federal ozone air quality standard. However, the 2007 AQMP highlights the significant amount of reductions needed and the urgent need to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the timeframes allowed under federal Clean Air Act.

The Final 2007 AQMP control measures consist of four components: (1) the District's Stationary and Mobile Source Control Measures, (2) California ARB's Proposed State Strategy, (3) District Staff's Proposed Policy Options to Supplement California ARB's Control Strategy, and (4) Regional Transportation Strategy and Control Measures provided by SCAG. The Final 2007 AQMP builds upon improvements accomplished from the previous plans and aims to incorporate all feasible control measures while balancing costs and socioeconomic impacts. Further, the combined control strategies selected to attain the federal $PM_{2.5}$ and 8-hour ozone standards must complement each other, representing the most effective route to achieve and maintain the standards.

The Final 2007 AQMP relies on a comprehensive and integrated control approach aimed at achieving the $PM_{2.5}$ standard by 2015 through implementation of short-term and midterm control measures and achieving the 8-hour ozone standard by 2024 based on implementation of additional long-term measures. In order to demonstrate attainment by the prescribed deadlines, emission reductions needed for attainment must be in place by 2014 and 2023, respectively.

Under the 2007 AQMP, the SCAQMD is enhancing two of its proposed control measures for $PM_{2.5}$ (i.e., wood-burning fireplaces, wood stoves, and commercial under-fired charbroilers). SCAQMD also proposes the following control approaches that would help achieve the long-term reductions needed for ozone attainment: (1) extensive retirement of high-emitting light duty vehicles and accelerated penetration of partial zero-emissions vehicles and zero-emission vehicles; (2) expanded modernization and retrofit of heavy-duty trucks and buses, expanded Inspection and Maintenance Program, and advanced near-zero and zero-emitting cargo transportation technologies; (3) expanded modernization and retrofit of off-road equipment; (4) more stringent gasoline and diesel specifications and extensive use of diesel alternatives; (5) more stringent emission standards and programs for new and existing ocean-going vessels and harbor craft; (6) more stringent emission standards for jet aircraft (engine standards, clean fuels, retrofit controls); (7) ultra low-VOC formulations and reactivity-based controls on consumer products; and (8) accelerated use of renewable energy and development of hydrogen technology and infrastructure.

In order to achieve necessary reductions for meeting air quality standards, all four agencies (i.e., SCAQMD, California ARB, USEPA, and SCAG) would have to aggressively develop and implement control strategies through their respective plans, regulations, and alternative approaches for pollution sources within their primary jurisdiction. Even though SCAG does not have direct authority over mobile source emissions, it will commit to the emission reductions associated with implementation of the 2004 Regional Transportation Plan and 2006 Regional Transportation Improvement Program, which are imbedded in the emission projections. Similarly, the Ports of Los Angeles and Long Beach have authority they must utilize to assist in the implementation of various strategies if the region is to attain clean air by federal deadlines.

L O C A L

Local jurisdictions, such as the City of La Habra, have the authority and responsibility to reduce air pollution through their police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation, as necessary, of air emissions resulting from its land use decisions. The City of La Habra is also responsible for the implementation of transportation control measures within their jurisdiction as outlined in the 2007 Air Quality Management Plan. In accordance with the California Environmental Quality Act (CEQA) requirements and the CEQA review process, the City

assesses the air quality impacts of new development projects, mitigates potentially significant air quality impacts by conditional discretionary permits, and monitors and enforces implementation of such mitigation.

City of La Habra Municipal Code

Section 15.44.040 of the Municipal Code sets forth requirements that require that dust from grading and excavating be controlled.

City of La Habra General Plan 2020 Regional Issues Element

The La Habra General Plan contains the following goal and policies related to the protection of public health through the reduction of air pollution emissions:

- Goal: To promote air quality that is compatible with the health, well being, and enjoyment of life for all the residents of La Habra.
  - Policy: Encourage changes in travel behavior to reduce vehicle emissions including reducing the number of home to work trips and the use of single occupant vehicles.
  - Policy: Increase citizen awareness and participation efforts to reduce air pollution.
  - Policy: Improve air quality by maximizing energy efficiency through land and transportation planning and use of renewable resources.

Existing Air Quality Conditions

CLIMATE

The City of La Habra is located within the South Coast Air Basin (SCAB), named so because its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys or basins below. This area includes all of Orange County and the nondesert portions of Los Angeles, San Bernardino, and Riverside counties. The regional climate within the SCAB is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the SCAB is influenced by a wide range of emissions sources such as dense population centers, heavy vehicular traffic, and industry, as well as meteorology.

The annual average temperature varies little throughout the SCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). Coastal areas have a more pronounced oceanic influence, and show less variability in annual minimum and maximum temperatures than inland areas. The annual average temperature in the City ranges from approximately 57°F in January to 75°F in August.[1]

The majority of annual rainfall in the SCAB occurs between November and April. Summer rainfall is minimal and generally limited to scattered thundershowers in coastal regions and slightly heavier showers in the eastern portion of the SCAB, along the coastal mountain ranges. Average rainfall in the

[1] The Weather Channel, Monthly Averages for La Habra, CA (2010), http://www.weather.com/weather/climatology/monthly/USCA0563, Accessed December 27, 2010.

City ranges from approximately 0.01 inch in August to 2.88 inches in February, with an average annual total of 11.23 inches.[2]

The SCAB experiences a persistent temperature inversion, which is characterized by increasing temperature with increasing altitude. This inversion limits the vertical dispersion of air contaminants, holding them relatively near the ground. As the sun warms the ground and the lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion (upper) layer until the inversion layer finally breaks, allowing vertical mixing with the lower layer.

The vertical dispersion of air contaminants in the SCAB is also affected by wind conditions. The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are the lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas in the SCAB are transported predominantly on-shore into Riverside and San Bernardino counties. The Santa Ana winds, which are strong and dry north or northeasterly winds that occur during the fall and winter months, also disperse air contaminants in the SCAB. The Santa Ana conditions tend to last for several days at a time.

AIR QUALITY BACKGROUND

Air pollutant emissions within the South Coast Air Basin (SCAB) are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources are usually subject to a permit to operate from the South Coast Air Quality Management District (SCAQMD), occur at specific identified locations, and are usually associated with manufacturing and industry. Examples of point sources are boilers or combustion equipment that produce electricity or generate heat, such as heating, ventilation, and air conditioning (HVAC) units. Area sources are widely distributed and produce many small emissions, and they do not require permits to operate from the SCAQMD. Examples of area sources include residential and commercial water heaters, painting operations, portable generators, lawn mowers, agricultural fields, landfills, and consumer products such as barbeque lighter fluid and hairspray, the area-wide use of which contributes to regional air pollution. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources are those that are legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, racecars, and construction vehicles. Mobile sources account for the majority of the air pollutant emissions within the SCAB. Air pollutants can also be generated by the natural environment such as when fine dust particles are pulled off the ground surface and suspended in the air during high winds.

Both federal and state governments have established ambient air quality standards for outdoor concentrations of specific pollutants, referred to as “criteria pollutants,” in order to protect public health. The national and state ambient air quality standards have been set at concentration levels to protect the most sensitive persons from illness or discomfort with a margin of safety. Applicable ambient air quality standards are identified later in this section under Thresholds of Significance. The SCAQMD is responsible for bringing air quality within the SCAB into attainment with the national and state ambient air quality standards.

[2] The Weather Channel, Monthly Averages for La Habra, CA (2010), http://www.weather.com/weather/climatology/monthly/USCA0563 (accessed December 27, 2010).

The criteria pollutants for which federal and state standards have been promulgated and that are most relevant to air quality planning and regulation in the SCAB are ozone, carbon monoxide, fine suspended particulate matter, sulfur dioxide, and lead. In addition, toxic air contaminants are of concern in the SCAB. Each of these is briefly described below.

Ozone (O_3)

Ozone is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NOx), both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

Carbon Monoxide (CO)

Carbon monoxide is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the SCAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Respirable Particulate Matter (PM_{10}) and Fine Particulate Matter ($PM_{2.5}$)

These particulates consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

Nitrogen Oxide (NO_2)

Nitrogen dioxide is a nitrogen oxide compound that is produced by the combustion of fossil fuels, such as in internal combustion engines (both gasoline and diesel powered), as well as point sources, especially power plants. Of the seven types of nitrogen oxide compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO_2 than those indicated by regional monitors.

Sulfur Dioxide (SO_2)

Sulfur dioxide is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When sulfur dioxide oxidizes in the atmosphere, it forms sulfates (SO_4). Collectively, these pollutants are referred to as sulfur oxides (SO_X).

Lead (Pb)

Lead occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne lead in the SCAB. The use of leaded gasoline is no longer permitted for on-road motor vehicles, so the majority of such combustion emissions are associated with off-road vehicles such as

racecars. Other sources of lead include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and the use of secondary lead smelters.

Toxic Air Contaminants (TACs)

TACs refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health. They include both organic and inorganic chemical substances that may be emitted from a variety of common sources including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. Toxic air contaminants are different than "criteria" pollutants in that ambient air quality standards have not been established for them, largely because there are hundreds of air toxics and their effects on health tend to be local rather than regional. TACs primarily are concentrated within 0.25 mile of the emissions source, and accepted practice is to analyze TACs when receptors are located within this 0.25-mile radius.

State standards have been promulgated for other criteria air pollutants, including SO_4, hydrogen sulfide, Pb, and visibility-reducing particles. California also recognizes vinyl chloride as a TAC with an undetermined threshold level of exposure for adverse health effects. Vinyl chloride and hydrogen sulfide emissions are generally generated from mining, milling, refining, smelting, landfills, sewer plants, cement manufacturing, or the manufacturing or decomposition of organic matter. California standards for sulfate- and visibility-reducing particles are not exceeded anywhere in the SCAB. Pb is typically only emitted during demolition of structures expected to include Pb-based paint and materials.

HEALTH EFFECTS OF AIR POLLUTANTS

Ozone

Individuals exercising outdoors, children, and people with preexisting lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible sub-groups for ozone effects. Short-term exposures—lasting for a few hours—to ozone at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated ozone levels are associated with increased school absences. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in high ozone communities.

Ozone exposure under exercising conditions is known to increase the severity of the above-mentioned observed responses. Animal studies suggest that exposure to a combination of pollutants that include ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

Carbon Monoxide

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart.

Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport and competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes.

Reduction in birth weight and impaired neurobehavioral development have been observed in animals chronically exposed to CO, resulting in COHb levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels. These include pre-term births and heart abnormalities.

Particulate Matter

A consistent correlation between elevated ambient fine particulate matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks, and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in life span, and an increased mortality from lung cancer.

Daily fluctuations in $PM_{2.5}$ concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to particulate matter.

The elderly, people with pre-existing respiratory or cardiovascular disease and children appear to be more susceptible to the effects of high levels of PM_{10} and $PM_{2.5}$.

Nitrogen Dioxide

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposures to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

In animals, exposure to levels of NO_2 considerably higher than ambient concentrations results in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of ozone and NO_2.

Sulfur Dioxide

A few minutes of exposure to low levels of SO_2 can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to airflow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO_2.

In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2.

Animal studies suggest that despite SO_2 being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO_2 levels. In these studies, efforts to separate the effects of SO_2 from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically or if one pollutant alone is the predominant factor.

Lead

Fetuses, infants, and children are more sensitive than others to the adverse effects of Pb exposure. Exposure to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased Pb levels are associated with increased blood pressure.

Pb poisoning can cause anemia, lethargy, seizures, and death; although it appears that there are no direct effects of Pb on the respiratory system. Pb can be stored in the bone from early age environmental exposure, and elevated Pb levels in the blood can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of Pb because of previous environmental Pb exposure of their mothers.

Toxic Air Contaminant Emissions

TACs are another class of air pollutants known to be hazardous to health even in small quantities. More specifically, TACs are airborne substances that are capable of causing chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health. TACs may be emitted from a variety of common sources including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. Cal/EPA and California ARB studies have shown that particulate matter from diesel engines (DPM) and five other TACs (i.e., acrolein, acetaldehyde, formaldehyde, benzene, and 1.3-butadiene) emitted from the state's motor vehicle fleet are responsible for much of the overall cancer risk and other chronic or acute adverse health effects from TAC in California.[3,4]

Odors

The science of odor as a health concern is still new. The adverse effects of odors on residential areas and other sensitive receptors, such as hospitals, day-care centers, and schools warrant the closest scrutiny; but consideration should also be given to other land use types where people congregate, such as recreational facilities, worksites, and commercial areas. Although the relative distance to a particular

[3] California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective* (April 2005).

[4] California Department of Transportation, *Estimating Mobile Source Air Toxics Emissions: A Step-by-Step Project Analysis Methodology* (December 2006).

receptor(s) ultimately determines if a project has significant odor impacts, a number of operational and environmental factors influence the extent to which those receptors are affected by odors.

The nature of operational activities and the types of odiferous compounds they produce (e.g., odor emissions from a wastewater treatment process, rendering plant, or coffee roaster) can affect the number of complaints differently depending on the type of odor produced. For example, odiferous compounds generated by a wastewater treatment plant or landfill are more likely to be perceived more offensive to receptors than those generated by a coffee roaster or bakery.

Meteorological conditions, such as those described above, affect the dispersion of odor emissions, which determines the exposure concentration of odiferous compounds at receptors. The predominant wind direction in an area influences which receptors are exposed to the odiferous compounds generated by a nearby source. Receptors located upwind from a large odor source may not be affected due the produced odiferous compounds being dispersed away from the receptors. Wind speed also influences the degree to which odor emissions are dispersed away from any area.

REGIONAL AIR QUALITY

Measurements of ambient concentrations of the criteria pollutants are used by the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (ARB) to assess and classify the air quality of each air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national, state, and federal standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment." If the pollutant exceeds the standard, the area is classified as a "nonattainment" area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified."

The entire South Coast Air Basin (SCAB) is designated as a federal-level extreme nonattainment area for ozone, meaning that federal ambient air quality standards are not expected to be met for more than 18 years, and as a serious nonattainment area for CO and PM_{10}. The area is also a federal-level nonattainment area for $PM_{2.5}$, as designated by the USEPA. It is in attainment for the state NO_X standard. It is in attainment for both the federal and state ambient air quality standards for SO_2, Pb, and NO_2, which is a pure form of NO_X.[5]

The South Coast Air Quality Management District (SCAQMD) divides the SCAB into forty Source Receptor Areas (SRAs) in which thirty-six monitoring stations operate to monitor the various concentrations of air pollutants in the region. The City of La Habra is located within SRA 16, which covers the northern Orange County area. The California ARB also collects ambient air quality data through a network of air monitoring stations throughout the state. These data are summarized annually and are published in the California ARB's California Air Quality Data Summaries. The La Habra-Lambert Road monitoring station is the nearest monitoring station. The La Habra-Lambert Road station currently monitors emission levels of ozone, CO, and NO_2; it does not monitor PM_{10}, $PM_{2.5}$, or SO_2. Data for PM_{10}, $PM_{2.5}$ were obtained from the nearest monitoring station in Anaheim in SRA 17, and SRA 18 in Costa Mesa was utilized for SO_2.

[5] California Air Resources Board, 2010 State Area Designations Maps, http://www.arb.ca.gov/desig/adm/adm.htm (accessed December 8, 2010).

Table 6.3-3 (Summary of Ambient Air Quality in the La Habra Planning Area Vicinity) identifies the national and state ambient air quality standards for the relevant air pollutants and identifies the ambient pollutant concentrations that have been measured at monitoring stations in the Metropolitan and Inland Orange County General Forecast Areas from 2007 through 2009.

According to air quality data shown in Table 6.3-3, the national 1-hour O_3 standard was exceeded once from 2007 through 2009. However, the state 1-hour O_3 standard was exceeded a total of 18 days during this same time frame. The national 8-hour O_3 standard was exceeded a total of 16 days from 2007 through 2009, while the state 8-hour O_3 standard was exceeded a total of 33 days during this time frame.

No national or state standards for NO_2 or CO were exceeded from 2007 through 2009. The particulate matter (PM_{10}) was not exceeded from 2007 through 2009 for national 24-hour standards; however, the state 24-hour standard was exceeded a total of 9 days from 2007 through 2009. The particulate matter ($PM_{2.5}$) was exceeded a total of 31 days for the national 24-hour standard from 2007 through 2009. No federal or state 24-hour standards for SO_2 were exceeded from 2007 through 2009.

Table 6.3-3 Summary of Ambient Air Quality in the La Habra Planning Area Vicinity

Air Pollutants Monitored within SRA 16 and 17—Inland Orange County Area	*Year*		
	2007	*2008*	*2009*
Ozone (O_3)			
Maximum 1-hour concentration measured	0.152 ppm	0.104 ppm	0.115 ppm
Number of days exceeding national 0.128 ppm 1-hour standard	1	0	0
Number of days exceeding state 0.09 ppm 1-hour standard	7	7	4
Maximum 8-hour concentration measured	0.107 ppm	0.084 ppm	0.082 ppm
Number of days exceeding national 0.075 ppm 8-hour standard	8	5	3
Number of days exceeding state 0.070 ppm 8-hour standard	9	15	9
Nitrogen Dioxide (NO_2)			
Maximum 1-hour concentration measured	0.08 ppm	0.08 ppm	0.10 ppm
Number of days exceeding state 0. 18 ppm 1-hour standard	0	0	0
Annual average	0.0219 ppm	0.0206 ppm	0.0206 ppm
Does measured annual average exceed national 0.0534 ppm annual average standard?	No	No	No
Carbon Monoxide (CO)			
Maximum 1-hour concentration measured	6 ppm	5 ppm	4 ppm
Number of days exceeding national 35.0 ppm 1-hour standard	0	0	0
Number of days exceeding state 20.0 ppm 1-hour standard	0	0	0
Maximum 8-hour concentration measured	2.9 ppm	2.9 ppm	2.3 ppm
Number of days exceeding national 9.0 ppm 8-hour standard	0	0	0
Number of days exceeding state 9.0 ppm 8-hour standard	0	0	0

Table 6.3-3 Summary of Ambient Air Quality in the La Habra Planning Area Vicinity			
Suspended Particulates (PM_{10})			
Maximum 24-hour concentration measured	75 µg/m^3	61.0 µg/m^3	63.0 µg/m^3
Number of days exceeding national 150 µg/m^3 24-hour standard	0	0	0
Number of days exceeding state 50.0 µg/m^3 24-hour standard	5	3	1
State Annual Average Concentration µg/m^3	31.0 µg/m^3	28.6 µg/m^3	30.9 µg/m^3
Suspended Particulates ($PM_{2.5}$)			
Maximum 24-hour concentration measured	79.4 µg/m^3	67.9 µg/m^3	64.6 µg/m^3
Number of days exceeding national 35.0 µg/m^3 24-hour standard	14	13	4
Sulfur Dioxide (SO_2)[a]			
Maximum 24-hour concentration measured	0.004 ppm	0.003 ppm	0.004 ppm
Number of days exceeding federal 0.14 ppm 24-hour standard	0	0	0
Number of days exceeding state 0.04 ppm 24-hour standard	0	0	0

SOURCE: South Coast Air Quality Management District, Historical Data by Year, http://www.aqmd.gov/smog/historicaldata.htm (accessed December 16, 2010).

ppm = parts by volume per million of air; µg/m^3 = micrograms per cubic meter

* Information not provided by AQMD.

a. Sulfur Dioxide (SO_2) concentrations were measured at the Costa Mesa-Verde monitoring station (SRA 18).

LOCAL AIR QUALITY

Off-highway and highway motor vehicles are the primary source of pollutants in the La Habra planning area. Local emission sources also include stationary activities such as space and water heating, landscape maintenance from leaf blowers and lawn mowers, consumer products, and mobile sources. Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed national and/or state standards for CO are termed "CO hotspots." Chapter 5 of the South Coast Air Quality Management District's (SCAQMD) CEQA Air Quality Handbook identifies CO as a localized problem requiring additional analysis when a project is likely to subject sensitive receptors to CO hotspots. The SCAQMD defines typical sensitive receptors as residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The SCAQMD recommends the use of CALINE4, a dispersion model for predicting CO concentrations, as the preferred method of estimating pollutant concentrations at sensitive receptors near congested roadways and intersections. For each intersection analyzed, CALINE4 adds roadway-specific CO emissions calculated from peak hour turning volumes to ambient CO air concentrations. For this analysis, localized CO concentrations were calculated based on a simplified CALINE4 screening procedure developed by the Bay Area Air Quality Management District (BAAQMD) and accepted by the SCAQMD. The simplified model is intended as a screening analysis, which identifies a potential CO hotspot. This methodology assumes worst-case conditions and provides a screening of maximum, worst-case CO concentrations.

Maximum existing CO concentrations were calculated for eleven of the intersections within the planning area that represent the lowest levels of service (LOS) (D, E, or F). Refer to Chapter 5 (Mobility/Circulation) for more information on traffic and LOS. As all other intersections operate at a better LOS and it is anticipated that those intersections would produce lower CO concentrations. The results of these calculations are presented in Table 6.3-4 (Existing Localized Carbon Monoxide Concentrations) for representative receptor locations at 25, 50, and 100 feet from each roadway. These distances were selected because they represent locations where a person may be living or working for one to 8 hours at a time. The national 1-hour standard is 35.0 parts per million (ppm) and the state 1-hour standard is 20.0 ppm. The 8-hour national and state standards are both 9.0 ppm. As shown in Table 6.3-4, no intersection currently exceeds national or state standards for 1-hour or 8-hour CO concentrations. Therefore, CO hotspots do not exist at these intersections.

Table 6.3-4 Existing Localized Carbon Monoxide Concentrations

	CO Concentrations in Parts per Million[a, b]					
	25 feet		*50 feet*		*100 feet*	
Intersection	*1-Hour*[c]	*8-Hour*	*1-Hour*[c]	*8-Hour*	*1-Hour*[c]	*8-Hour*
Beach Blvd at Whittier Blvd	6.0	3.1	5.8	3.0	5.6	2.9
Hacienda Rd at Whittier Blvd	6.2	3.2	5.9	3.1	5.7	2.9
Euclid St at Whittier Blvd	5.7	3.0	5.6	2.9	5.4	2.8
Harbor Blvd at Whittier Blvd	5.9	3.1	5.7	3.0	5.5	2.8
Beach Blvd at Lambert Rd	5.8	3.0	5.7	2.9	5.5	2.8
Monte Vista St at Lambert Rd	5.7	2.9	5.5	2.8	5.4	2.8
Cypress St at Lambert Rd	5.7	2.9	5.5	2.8	5.4	2.8
Harbor Blvd at Lambert Rd	5.8	3.0	5.6	2.9	5.5	2.8
Beach Blvd at Imperial Hwy	6.0	3.1	5.8	3.0	5.6	2.9
Walnut St at Imperial Hwy	5.7	2.9	5.5	2.9	5.4	2.8
Harbor Blvd at Imperial Hwy	5.7	3.0	5.6	2.9	5.4	2.8

SOURCE: Atkins, 2011.

a. National 1-hour standard is 35.0 parts per million. State 1-hour standard is 20.0 parts per million.

b. National 8-hour standard is 9.0 parts per million. State 8-hour standard is 9.0 parts per million.

c. Data for the 1-hour concentration was taken from the highest peak hour result, AM peak hour or PM peak hour, whichever is greater.

EXISTING TOXIC AIR CONTAMINANT EMISSIONS

Toxic air contaminants are airborne substances that are capable of causing chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health. They include both organic and inorganic chemical substances that may be emitted from a variety of common sources including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. Toxic air contaminants are different than the “criteria” pollutants previously discussed in that ambient air quality standards have not been established for them, largely because there are hundreds of air toxics and their effects on health tend to be local rather than regional.

Lifetime cancer risk is defined as the increased chance of contracting cancer over a 70-year period as a result of exposure to a toxic substance or substances. It is the product of the estimated daily exposure of each suspected carcinogen by its respective cancer unit risk. The end result represents a worst-case estimate of cancer risk. The California Air Resources Board has produced a series of estimated inhalation cancer risk maps based on modeled levels of outdoor composite toxic pollutant levels. The 2001 map—or the most recent map available—indicates that the planning area is exposed to an estimated inhalation cancer risk of more than 500 persons per million. The largest contributors to inhalation cancer risk are diesel engines.

SENSITIVE RECEPTORS

As discussed previously, the national and state ambient air quality standards have been set at levels whose concentrations could be generally harmful to human health and welfare and to protect the most sensitive persons from illness or discomfort with a margin of safety. The South Coast Air Quality Management District defines typical sensitive receptors as residences, schools, playgrounds, childcare centers, athletic facilities, hospitals, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Each of these land use types is present within the City.

LAND USE PLANNING AND AIR QUALITY

Land use patterns and density of development affect the amount of air pollutants that are generated by communities. Land uses that are segregated throughout a community increase the number of motor vehicle trips and associated air pollutant emissions since opportunities to walk, ride bicycles, and use public transportation between such uses as homes and work/shopping are generally reduced. This is compounded in areas such as the City of La Habra where low densities increase the distance between uses and public transportation routes and vehicles are limited. Communities that have more local residents in the work force than the number of local jobs (i.e., are housing rich) also increase the potential for emissions to be generated as residents have to commute outside of the community for their employment.

Greenhouse Gas/Global Climate Change Regulatory Framework

Global climate change is addressed through the efforts of various federal, state, regional, and local government agencies as well as national and international scientific and governmental conventions and programs. These agencies work jointly, as well as individually, to understand and regulate the effects of greenhouse gas (GHG) emissions and resulting climate change through legislation, regulations, planning, policy-making, education, and a variety of programs. The significant agencies, conventions, and programs focused on global climate change are discussed below.

INTERNATIONAL

KYOTO PROTOCOL

The United States participated in the United Nations Framework Convention on Climate Change (UNFCCC) signed on March 21, 1994. The Kyoto Protocol is a treaty made under the UNFCCC and was the first international agreement to regulate GHG emissions. It has been estimated that if the

commitments outlined in the Kyoto Protocol are met, global GHG emissions could be reduced by an estimated five percent from 1990 levels during the first commitment period of 2008–2012. The United States has not ratified the Protocol and is not bound by the Protocol's commitments.

Representatives from 170 countries met in Copenhagen in December 2009 to ratify an updated UNFCCC agreement (Copenhagen Accord). The Copenhagen Accord, a voluntary agreement between the United States, China, India, and Brazil, recognizes the need to keep global temperature rise to below 2° C and obliges signatories to establish measures to reduce GHG emissions and to prepare to provide help to poorer countries in adapting to Climate Change. The Copenhagen Accord is a nonbinding agreement.

In order to facilitate a broader, formalized agreement to replace the Kyoto Protocol due to expire in 2012, representatives from 194 United Nations member states including business leaders and nongovernment organizations met in Cancun, Mexico during the month of December 2010 to participate in the United Nations Climate Change Conference (COP-16). In all, approximately 25,000 participants met to work out the language and reduction targets of a new agreement to replace the Kyoto Protocol.

FEDERAL

U.S. ENVIRONMENTAL PROTECTION AGENCY (USEPA)

The U.S. Environmental Protection Agency (USEPA) is responsible for implementing federal policy to address global climate change. The federal government administers a wide array of public-private partnerships to reduce GHG intensity generated by the United States. These programs focus on energy efficiency, renewable energy, methane and other non-CO_2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions. The USEPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufactures of heavy-duty and off-road vehicles and vehicle engines, and requires annual reporting of emissions with the first annual reports due in March 2011.

On May 13, 2010, the USEPA issued a Final Rule that will take effect on January 2, 2011, and sets a threshold of 75,000 tons per year for GHG emissions. New and existing industrial facilities that meet or exceed that threshold will require a permit after that date.

On November 10, 2010, the USEPA published the "PSD and Title V Permitting Guidance for Greenhouse Gases." USEPA's new guidance document is directed at state agencies responsible for air pollution permits under the Federal Clean Air Act to help them understand how to implement new GHG reduction requirements while mitigating costs for industry. Most states will use USEPA's new guidelines when processing new air pollution permits for power plants, oil refineries, cement manufacturing, and other big pollution point sources.

STATE

CALIFORNIA AIR RESOURCES BOARD (ARB)

The California Air Resources Board (ARB), a part of the Cal/EPA, is responsible for the coordination and administration of both federal and state air pollution control programs within California. In this capacity,

ARB conducts research, sets state ambient air quality standards known as the "California Ambient Air Quality Standards" (CAAQS), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. ARB has primary responsibility for the development of California's State Implementation Plan (SIP), for which it works closely with the federal government and the local air districts.

EXECUTIVE ORDER S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels
- By 2020, California shall reduce GHG emissions to 1990 levels
- By 2050, California shall reduce GHG emissions to 80 percent below 1990 levels

The first California Climate Action Team (CCAT) Report to the Governor in 2006 contained recommendations and strategies to help meet the targets in Executive Order S-3-05. In April 2010, the Draft California Action Team (CAT) Biennial Report expanded on the policy oriented 2006 assessment. The new information detailed in the CAT Assessment Report includes development of new climate and sea-level projections using new information and tools that have become available in the last two years; and evaluation of climate change within the context of broader social changes, such as land-use changes and demographic shifts.[6] The action items in the report focus on the preparation of the Climate Change Adaptation Strategy, required by Executive Order S-13-08, described below.

ASSEMBLY BILL 32, THE CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006

In 2006, the California State Legislature adopted Assembly Bill (AB) 32, the California *Global Warming Solutions Act of 2006*. AB 32 focuses on reducing greenhouse gas (GHG) in California. GHGs as defined under AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 required the California Air Resources Board (ARB) to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to 1990 statewide levels by 2020. On or before June 30, 2007, ARB was required to publish a list of discrete early action GHG emission reduction measures that would be implemented by 2010. The law further required that such measures achieve the maximum technologically feasible and cost effective reductions in GHGs from sources or categories of sources to achieve the statewide greenhouse gas emissions limit for 2020. Part of California's strategy for achieving GHG reductions under AB 32 are the early action GHG reduction measures, which include the following: (1) a low carbon fuel standard, (2) reduction of emissions from nonprofessional servicing of motor vehicle air conditioning systems, and (3) improved landfill methane capture.[7]

ARB published its final report for Proposed Early Actions to Mitigate Climate Change in California in October 2007. This report described recommendations for discrete early action measures to reduce

[6] California Climate Action Team, *California Action Team Biennial Report* (April 2010).
[7] California Air Resources Board, *Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California Recommended for Board Consideration* (October 2007).

GHG emissions. The measures included are part of California's strategy for achieving GHG reductions under AB 32. Three new regulations are proposed to meet the definition of "discrete early action greenhouse gas reduction measures," which include the following: a low carbon fuel standard; reduction of HFC-134a emissions from nonprofessional servicing of motor vehicle air conditioning systems; and improved landfill methane capture. ARB estimates that by 2020, the reductions from those three measures would be approximately 13 to 26 million metric tons (MMT) of carbon dioxide equivalents (CO_2e).

Under AB 32, ARB has the primary responsibility for reducing GHG emissions. ARB has published a staff report titled California 1990 GHG Emissions Level and 2020 Emissions Limit that determined the statewide levels of GHG emissions in 1990 to be 427 MMT CO_2e. Additionally, in December 2008, California ARB adopted the Climate Change Scoping Plan, which outlines the state's strategy to achieve the 2020 GHG limit. This Scoping Plan proposes a comprehensive set of actions designed to reduce overall GHG in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health. The plan emphasizes a cap-and-trade program, but also includes the discrete early actions.

SENATE BILL 97

Senate Bill (SB) 97—enacted in 2007—amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. In March 2010, the California Office of Administrative Law codified into law CEQA amendments that provide regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions, as found in CEQA Guidelines Section 15183.5. To streamline analysis, CEQA provides for analysis through compliance with a previously adopted plan or mitigation program under special circumstances.

EXECUTIVE ORDER S-13-08

On November 14, 2008, Governor Schwarzenegger issued Executive Order S-13-08, the Climate Adaptation and Sea Level Rise Planning Directive, which provides clear direction for how the State should plan for future climate impacts. Executive Order S-13-08 calls for the implementation of four key actions to reduce the vulnerability of California to climate change:

- Initiate California's first statewide Climate Change Adaptation Strategy (CAS) that will assess the state's expected climate change impacts, identify where California is most vulnerable and recommend climate adaptation policies.
- Request that the National Academy of Sciences establish an expert panel to report on sea level rise impacts in California in order to inform state planning and development efforts.
- Issue interim guidance to state agencies for how to plan for sea level rise in designated coastal and floodplain areas for new and existing projects.
- Initiate studies on critical infrastructure projects and land-use policies vulnerable to sea level rise.

The 2009 CAS report summarizes the best-known science on climate change impacts in the state to assess vulnerability and outlines possible solutions that can be implemented within and across state

agencies to promote resiliency. This is the first step in an ongoing, evolving process to reduce California's vulnerability to climate impacts.[8]

CALIFORNIA CODE OF REGULATIONS TITLE 24, PART 6

California Code of Regulations (CCR) Title 24, Part 6 (California's Energy Efficiency Standards for Residential and Nonresidential Buildings) (Title 24), were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to increase the baseline energy efficiency requirements. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

REGIONAL

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SCAQMD)

The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control for all of Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties. In order to provide GHG emission guidance to the local jurisdictions within the SCAB, the SCAQMD has organized a Working Group to develop GHG emission analysis guidance and thresholds.

SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds in October 2008. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The tiered approach defines projects that are exempt under CEQA and projects that are within the jurisdiction of and subject to the policies of a GHG Reduction Plan.

AIR QUALITY MANAGEMENT PLAN

The SCAQMD and Southern California Association of Governments (SCAG) are the agencies responsible for preparing the Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB). Since 1979, a number of AQMPs have been prepared. The 1997 AQMP, updated in 1999 and replaced in 2003, was based on the 1994 AQMP, and ultimately the 1991 AQMP, and was designed to comply with state and federal requirements, reduce the high level of pollutant emissions in the Basin, and ensure clean air for the region through various control measures. To accomplish its task, the 1991 AQMP relied on a multilevel partnership of governmental agencies at the federal, state, regional, and local level. These agencies (i.e., the USEPA, the California ARB, local governments, SCAG, and SCAQMD) are the cornerstones that implement the AQMP programs.

The 2003 AQMP, adopted in August 2003, updated the attainment demonstration for the federal standards for ozone and PM_{10}; replaced the 1997 attainment demonstration for the federal CO standard

[8] California Natural Resources Agency, *2009 California Climate Adaption Strategy: A Report to the Governor of the State of California in Response to Executive Order S-13-2008* (2009).

and provided a basis for a maintenance plan for CO for the future; and updated the maintenance plan for the federal NO_2 standard that the Basin has met since 1992.

The most recent comprehensive plan is the 2007 AQMP adopted on July 13, 2007. The 2007 AQMP is designed to meet the state and Federal Clean Air Act planning requirements and focuses on ozone and $PM_{2.5}$. The 2007 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling.

Existing GHG Conditions

Parts of the Earth's atmosphere act as an insulating blanket of just the right thickness, trapping sufficient solar energy to keep the global average temperature in a suitable range. The 'blanket' is a collection of atmospheric gases called 'greenhouse gases' based on the idea that these gases trap heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), ozone (O_3), and chlorofluorocarbons (CFCs) all act as effective global insulators, reflecting back to earth visible light and infrared radiation. Human activities, such as producing electricity and driving internal combustion vehicles, have contributed to the elevated concentration of these gases in the atmosphere. This in turn is causing the Earth's temperature to rise. A warmer Earth may lead to changes in rainfall patterns, smaller polar ice caps, a rise in sea level, and a wide range of impacts on plants, wildlife, and humans.

The relationships of water vapor and ozone as GHGs are poorly understood. It is unclear how much water vapor acts as a GHG. The uncertainty is due to the fact that water vapor can also produce cloud cover, which reflects sunlight away from Earth and can counteract its effect as a GHG. Also, water vapor tends to increase as the Earth warms, so it is not well understood whether the increase in water vapor is contributing to or rather a result of climate change.

Ozone tends to break down in the presence of solar radiation but it is not understood well enough for evaluation. For these reasons methodologies approved by the Intergovernmental Panel on Climate Change (IPCC), USEPA, and California ARB focus on carbon dioxide, nitrous oxide, methane, and chlorofluorocarbons. The following provides a brief description of each of these GHGs.

Carbon Dioxide

The natural production and absorption of carbon dioxide enters the atmosphere through the burning of fossil fuels (e.g., oil, natural gas, and coal), solid waste, trees, and wood products, and as a result of other chemical reactions, such as those required to manufacture cement. Globally, the largest source of CO_2 emissions is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, and industrial facilities. A number of specialized industrial production processes and product uses, such as mineral or metal production, and the use of petroleum-based products, leads to CO_2 emissions.

CO_2 is removed from the atmosphere (or sequestered) when it is absorbed by plants as part of the biological carbon cycle. Natural sources of CO_2 occur within the carbon cycle where billions of tons of atmospheric CO_2 are removed by oceans and growing plants and are emitted back into the atmosphere through natural processes. When in balance total CO_2 emissions and removals from the entire carbon cycle are roughly equal. Since the Industrial Revolution in the 1700s human activities, including burning of oil, coal and gas and deforestation, had increased CO_2 concentrations in the atmosphere by 35 percent as of 2005.

Methane

Methane is emitted from a variety of both human-related and natural sources. CH_4 is emitted during the production and transport of coal, natural gas, and oil, from livestock and other agricultural practices, and from the decay of organic waste in municipal solid waste landfills. It is estimated that 60 percent of global CH_4 emissions are related to human activities. Natural sources of CH_4 include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, nonwetland soils, and wildfires. CH_4 emission levels from a particular source can vary significantly from one country or region to another. These variances depend on many factors such as climate, industrial and agricultural production characteristics, energy types and usage, and waste management practices. For example, temperature and moisture have a significant effect on the anaerobic digestion process, which is one of the key biological processes resulting in CH_4 emissions in both human-related and natural sources. Also, the implementation of technologies to capture and utilize CH_4 from sources such as landfills, coal mines, and manure management systems affects the emission levels from these sources.

Nitrous Oxide

Concentrations of nitrous oxide (N_2O) also began to rise at the beginning of the industrial revolution and by 1998 reached 314 ppb. Microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen, produce nitrous oxide. In addition to agricultural sources, some industrial processes (e.g., fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load.

Chlorofluorocarbons

Chlorofluorocarbons (CFCs) have no natural source, but were synthesized for uses as refrigerants, aerosol propellants, and cleaning solvents. Since their creation in 1928, the concentrations of CFCs in the atmosphere have been rising. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and levels of the major CFCs are now remaining static or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years. Since they are also a GHG, along with such other long-lived synthesized gases as CF_4 (carbontetrafluoride) and SF_6 (sulfurhexafluoride), they are of concern. Another set of synthesized compounds called HFCs (hydrofluorocarbons) are also considered GHGs, though they are less stable in the atmosphere and therefore have a shorter lifetime and less of an impact. CFCs, CF_4, SF_6, and HFCs have been banned and are no longer available. Therefore, these GHGs are not included further in this analysis.

EFFECTS OF CLIMATE CHANGE

Global climate change may cause harm to human health and the environment. There is ongoing discussion regarding exactly what effects global climate change may cause. Even minor changes in the temperatures we encounter on Earth can have major consequences. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the twenty-first century than were observed during the twentieth century. A warming of approximately

0.2°C (0.36°F) per decade is projected, and there are identifiable signs that global warming is taking place, including substantial loss of ice in the Arctic.[9]

GHG that result from human activities have a wide variety of sources—future population growth and the locations of that growth; the amount, type, and locations of economic development; the amount, type, and locations of technological advancement; adoption of alternative energy sources; legislative and public initiatives to curb emissions; and public awareness and acceptance of methods for reducing emissions. The projected effects of global warming on weather and climate are likely to vary regionally but are expected to include the following direct effects:[10]

- Snow cover would be reduced, and areas with permafrost could thaw.
- Sea ice would shrink in both the Arctic and Antarctic.
- Hot extremes, heat waves, and heavy precipitation events would increase in frequency.
- Future tropical cyclones (typhoons and hurricanes) would become more intense.

Nontropical storm tracks would move poleward, with resulting changes in wind, precipitation, and temperature patterns. Increases in the amount of precipitation are very likely in high-latitudes, while decreases are likely in most subtropical regions. Potential secondary effects from global warming include global rise in sea level, impacts on agriculture, changes in disease vectors such as mosquitoes, and changes in habitat and biodiversity. Below is a summary of studies of some of the potential effects that could be experienced in California as a result of global warming and climate change:

- **Air Quality.** Higher temperatures, conducive to air pollution formation, could worsen air quality in southern California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. For other pollutants, the effects of climate change and/or weather are less well studied, and even less well understood. If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which, in turn, would further worsen air quality. However, if higher temperatures are accompanied by wetter weather, the rains would tend to temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thus ameliorating the pollution associated with wildfires. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state.[11]
- **Water Supply.** Uncertainty remains with respect to the overall impact of global climate change on future water supplies in southern California. For example, models that predict drier conditions suggest decreased reservoir inflows and storage and decreased river flows relative to current conditions. By comparison, models that predict wetter conditions project increased reservoir inflows and storage, and increased river flows. A July 2006 technical report prepared by the California Department of Water Resources (DWR) addresses the State Water Project (SWP), the Central Valley Project, and the Sacramento-San Joaquin Delta. Although the report projects that climate change will likely have a significant effect on California's future water resources and future

[9] International Panel on Climate Change, *Special Report on Emissions Scenarios* (2000), www.grida.no/climate/ipcc/emission/002.htm (accessed July 24, 2007).
[10] International Panel on Climate Change, *Special Report on Emissions Scenarios* (2000), www.grida.no/climate/ipcc/emission/002.htm (accessed July 24, 2007).
[11] California Climate Change Center, *Our Changing Climate: Assessing the Risks to California*, CEC-500-2006-077 (July 2006).

water demand, it also reports that much uncertainty about future water demand remains, especially for those aspects of future demand that will be directly affected by climate change and warming. While climate change is expected to continue through at least the end of this century, the magnitude and, in some cases, the nature of future changes is uncertain. This uncertainty serves to complicate the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood.[12]

- **Hydrology and Flooding.** As discussed above, climate change could potentially affect the amount of snowfall, rainfall, and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for salt-water intrusion. Sea level rise can be a product of global warming through two main processes—expansion of seawater as the oceans warm and melting of ice over land. A rise in sea levels could result in coastal flooding and erosion and could also jeopardize California's water supply. Increased storm intensity and frequency could affect the ability of flood control facilities to handle storm events.
- **Ecosystems and Wildlife.** Increases in global temperatures and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. In 2004, the Pew Center on Global Climate Change released a report examining the possible impacts of climate change on ecosystems and wildlife.[13] The report outlines four major ways in which it is thought that climate change could affect plants and animals: (1) timing of ecological events, (2) geographic range, (3) species composition within communities, and (4) ecosystem processes.
- **Wildfire.** In recent years, wildfires have increased in frequency, duration, and size and land management is often blamed for the increase in wildfire frequency. A century of fire suppression has lead to increased forest densities and accumulation of fuel wood that can result in more severe fires when this excess buildup of fuel is ignited. Yet climate also plays an important role—warmer temperatures and longer dry seasons are the primary cause for the increasing trend in forest wildfire risk. Reduced winter precipitation and early spring snowmelt deplete the moisture in soils and vegetation, leading to longer growing seasons and drought. These increasingly dry conditions provide more favorable conditions for ignition. In addition, higher temperatures increase evaporative water loss from vegetation, increasing the risk of rapidly spreading and large fires.[14]

Issues/Implications

- The SCAB is in non-attainment for PM_{10} and $PM_{2.5}$ and is in extreme non-attainment for ozone (1-hour) and severe non-attainment for ozone (8-hour).
- Ambient pollutant concentrations measured at monitoring stations in the Metropolitan and Inland Orange County General Forecast Areas from 2007 through 2009 revealed ambient air quality standards were exceeded, as follows:

[12] California Department of Water Resources, *Progress on Incorporating Climate Change into Management of California Water Resources* (July 2006).
[13] C. Parmesan and H. Galbraith, *Observed Impacts of Global Climate Change in the U.S*. (Arlington, VA: Pew Center on Global Climate Change, November 2004).
[14] California Climate Change Center, *The Future Is Now: An Update on Climate Change Science Impacts and Response Options for California*, CEC-500-2008-071 (May 2009).

- National 1-hour O_3 standard was exceeded once
- State 1-hour O_3 standard was exceeded 18 days
- National 8-hour O_3 standard was exceeded 16 days
- State 8-hour O_3 standard was exceeded a total of 33 days
- National 24-hour $PM_{2.5}$ standard was exceeded a total of 31 days
- State 24-hour PM_{10} standard was exceeded a total of 9 days

■ Future population growth and associated energy consumption, manufacturing demands, and utility expansion could result in an unacceptable level of GHG emissions which could contribute cumulatively to global climate change.

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CHAPTER 7 **Community Safety**

7.1 NATURAL HAZARDS

GEOLOGIC HAZARDS

Introduction and Background

This section describes the local and regional geology and the seismic and geologic hazards affecting the La Habra planning area. Seismic hazards such as earthquakes have the greatest potential to impact a large portion of the population. Other geologic hazards such as landslides and ground subsidence have a more localized effect. Information for this section was obtained from the City of La Habra General Plan 2020, City of La Habra Hazard Mitigation Plan (HMP), City of La Habra Emergency Response Plan (ERP), the California Geological Survey (CGS), the California Building Code (CBC), and the United States Geological Survey (USGS).

Regulatory Framework

FEDERAL

INTERNATIONAL BUILDING CODE

The International Building Code (IBC) is published by the International Code Council. It forms the basis of the vast majority of the state building codes in the United States, including California's, and has been adopted by the California Legislature together with Additions, Amendments, and the Repeals to address the specific building conditions and structural requirements in California. The IBC defines different regions of the United States and ranks the regions according to the seismic hazard potential. There are six seismic design categories defined in the IBC, based upon the occupancy category of each building and the mapped spectral acceleration parameters.[1] Structures in La Habra will fall into seismic design categories D-I through D-III, based upon their specific occupancy category and site.

STATE

ALQUIST-PRIOLO SPECIAL STUDIES ZONE

The Alquist-Priolo Earthquake Fault Zoning Act, administered by the California Geological Survey (CGS), was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. These are defined as any structure used or intended for supporting or sheltering any use of occupancy that is expected to have a human occupancy rate of more than 2,000 person-hours per year. The main purpose of the Act is to prevent the construction of buildings used for human occupancy on the surface trace of active State faults. The law requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones or Special Studies Zone) around the surface traces of active faults and to issue

[1] International Code Council, *International Building Code*, California adoption, Chapter 16 (2009), Figure 1613.5(2).

appropriate maps depicting the delineation thereof. The maps are distributed to all affected cities, counties, and State agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Single-family wood-frame and steel-frame dwellings up to two stories not part of a development of four units or more are exempt. However, local agencies can be more restrictive than State law requires. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet).

CALIFORNIA BUILDING CODE

The State regulations protecting human-occupied structures from geo-seismic hazards are contained in California Code of Regulations, Title 24, Part 2 California Building Code (CBC). The 2010 CBC, effective January 1, 2011, is based on the current (2009) International Building Code (IBC) and contains prominent enhancement of the sections dealing with fire safety (e.g., fire sprinklers are now required in all new residential construction) and environmentally friendly construction (e.g., California has adopted the nation's first state green building code known as CALGreen) . Seismic-resistant construction design is required to meet more stringent technical standards than those set by previous versions of the CBC.

Chapters 16 and 16A of the 2010 CBC deal with Structural Design seismic loads governing seismically resistant construction, including (but not limited to) factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design (Sections 1613 and 1613A). Chapters 18 and 18A of the 2010 CBC include (but are not limited to) the requirements for foundation and soil investigations (Sections 1802 and 1802A); excavation, grading, and fill (Sections 1803 and 1803A); allowable load-bearing values of soils (Sections 1804 and 1804A); the design of footings, foundations, and slope clearances (Sections 1805 and 1805A); retaining walls (Sections 1806 and 1806A); and pier, pile, driven, and cast-in-place foundation support systems (Sections 1808, 1808A, 1809, 1809A, 1810 and 1810A). Chapter 33 of the 2010 CBC includes (but is not limited to) requirements for safeguards at work sites to ensure stable excavations and cut and/or fill slopes (Section 3304). Appendix J of the 2010 CBC contains grading specifications for permits, inspections, excavations, fills, setbacks, drainage and terracing, and erosion control.

Beginning January 1, 2011, cities and counties are required to enforce the regulations of the 2010 CBC. Additionally, each jurisdiction may adopt its own building code based on the 2010 CBC. City and county codes are permitted to be more stringent than the 2010 CBC, but are required to be no less stringent.

The Seismology Committee of the Structural Engineers Association of California delineates Seismic Zones to be used in earlier versions of the CBC for selecting safety factors to be applied in the design of seismic-resistant structures in California. In the 2010 CBC, the concept of Seismic Zones as the basis for seismic-resistant construction has been replaced by the use of Ground Motion maps depicting the acceleration anticipated from the most severe earthquake effects considered in the Building Code, expressed as a percentage of the acceleration of gravity (percent g), for short-period (0.2 second) and 1.0 second responses. The mapped information is used in a series of formulae to establish the earthquake-resistant design for a particular structure, based on the Site Class (type of underlying

geologic materials, i.e., hard rock, stiff soil, etc.), the Site Coefficient (acceleration values), and Occupancy Class (multiple-family residence, hospital, etc.).

SEISMIC HAZARDS MAPPING ACT

The Seismic Hazards Mapping Act governs the exercise of city, county, and state agency responsibilities to identify and map seismic hazard zones and to mitigate seismic hazards to protect public health and safety in accordance with the provisions of Public Resources Code Sections 2690 et seq. The intent of this publication is to protect the public from the effects of strong ground shaking, liquefaction, landslides, ground failure, or other hazards caused by earthquakes. In addition, the California Geological Survey's Special Publications 117, "Guidelines for Evaluating and Mitigating Seismic Hazards in California," provides guidance for the evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigations, including seismic hazard zones within the La Habra planning area.

DISASTER MITIGATION ACT OF 2000

The Disaster Mitigation Act of 2000 (DMA 2000) (P.L. 106-390) provides an opportunity for states, tribes and local governments to take a new and revitalized approach to mitigation planning. DMA 2000 amended the Robert T. Stafford Disaster Relief and Emergency Assistance Act by repealing the previous mitigation planning provisions (Section 409) and replacing them with a new set of mitigation plan requirements (Section 322). This new section emphasizes the need for state, Tribal, and local entities to closely coordinate mitigation planning and implementation efforts.

The requirement for a state mitigation plan is continued as a condition of disaster assistance, adding incentives for increased coordination and integration of mitigation activities at the state level through the establishment of requirements for two different levels of state plans: "Standard" and "Enhanced." States that demonstrate an increased commitment to comprehensive mitigation planning and implementation through the development of an approved Enhanced State Plan can increase the amount of funding available through the Hazard Mitigation Grant Program (HMGP). DMA 2000 also established a new requirement for local mitigation plans and authorized up to seven percent of HMGP funds available to a state to be used for development of state, tribal, and local mitigation plans.

UNREINFORCED MASONRY BUILDING LAW (SENATE BILL 547)

The risk to life in an earthquake comes primarily from the failure of certain existing buildings that are vulnerable to earthquake forces. Structural damage or collapse of these types of buildings could threaten human life and jeopardize the economy of the City. Unreinforced masonry (URM) buildings in particular have performed poorly in every damaging California earthquake and are considered the foremost threat to life. In 1986, California enacted the Unreinforced Masonry Building Law that required local governments in Seismic Zone 4—like the City of La Habra—with URM buildings to establish a URM loss reduction mitigation program. The City identified no historic and 15 nonhistoric URMs in La Habra. A mitigation program was established. Seven of the 15 complied with the mitigation program to retrofit and the remaining eight URMs were demolished.[2]

[2] Seismic Safety Commission, *Status of Unreinforced Masonry Building Law*, Report to the State Legislature (2003).

LOCAL

CITY OF LA HABRA MUNICIPAL CODE, TITLE 15 (BUILDINGS AND CONSTRUCTION), CHAPTER 15.04 (BUILDING CODE)

Title 15 (Buildings and Construction), Chapter 15.04 (Building Code) of the La Habra Municipal Code adopts the 2010 CBC, with amendments, thereby making the 2010 CBC the building codes for regulating the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area, and maintenance of all buildings and/or structures in the City of La Habra.

CITY OF LA HABRA HAZARD MITIGATION PLAN

The City of La Habra (and other local agencies) is required to adopt a state-approved Multi-Hazard Mitigation Plan per the Disaster Mitigation Act of 2000 (DMA 2000, Public 106-390-Oct.30, 2000). The La Habra Hazard Mitigation Plan (HMP) (October 2007) provides a strategic planning tool for the reduction of or prevention of injury and damage from hazards identified within the City. The City's Hazard Mitigation Goals and Objectives identify a range of specific strategic potential actions to achieve the respective Goals and/or Objectives. The primary goal related to geologic and seismic hazards as identified in the La Habra HMP is to reduce deaths, injuries, structural damage and losses, and vulnerability from earthquakes and other geologic hazards through the objective of building retrofits.

CITY OF LA HABRA HAZARD EMERGENCY RESPONSE PLAN

The City's Emergency Response Plan (ERP) (August 2005) determines the actions to be taken by the City to prevent disasters where possible, reduce the vulnerability of residents to any disasters that cannot be prevented, establish capabilities for protecting citizens from the effects of disasters, respond effectively to the actual occurrence of disasters, and provide for recovery in the aftermath of any emergency involving extensive damage or other debilitating influence on the normal pattern of life within the community. The response procedures and organization strategies provided in the ERP are a step-by-step guide to response and operations during the aforementioned events. The City of La Habra planning area is exposed to natural hazards (e.g., earthquakes, flooding, fires, acts of terrorism), all of which have the potential to disrupt the community, cause damage, and result in casualties.

Existing Conditions

REGIONAL AND LOCAL GEOLOGY

The City of La Habra is situated within the La Habra Basin between the Puente Hills to the north and the Coyote Hills to the south. The La Habra Basin represents a trough which has persisted for a minimum of 12 million years and has been the site of deposition of many thousands of feet of marine and nonmarine sediments.[3] Topographically, La Habra is characterized as a valley, with gentle rolling terrain and hillsides in the northern and southern portions of the planning area.

[3] City of La Habra, *La Habra General Plan 2020 Environmental Management Plan, Health and Safety Background Report* (July 31, 1990).

The majority of the City is underlain with relatively young alluvial deposits and Pleistocene-age sediments of the La Habra Formation composed of silty-sandstone. Other older geologic formations such as Coyote Hills, San Pedro, and Fernando Formations,[4] lie at greater depths in the La Habra Basin or at the surface within the hillside areas of the planning area. Figure 7.1-1 (Geology) illustrates the locations of these formations. The Coyote Hills Formation is composed of coarse sand with abundant cobbles and a finer grained mudstone and siltstone, the San Pedro Formation is generally made up of sandstone and siltstone, and the late Pliocene to late Miocene-age Fernando Formation consists of interbedded marine sandstone, siltstone, and a conglomerate with minor amounts of shale or other rock types.[5]

SOILS

The soils in the La Habra planning area tend to be mainly clayey to sandy silt. The thick alluvial soils occupying the major central portions of the City are generally unconsolidated and are poorly sorted. The Natural Resources Conservation Service (NRCS, formerly the Soil Conservation Service) has mapped 10 different soil series—Alo, Anaheim, Bolsa, Callegus, Myford, Nacimiento, San Andreas, San Emigdio, Sorrento, and Xerorthents—in the La Habra planning area. A soils series is comprised of one or more soil units or types with similar characteristics. The NRCS reports over 20 individual soil types within the City. The predominant soil types are the Myford Sandy Loam (2 to 9 percent slope), Sorrento Loam (2 to 9 percent slope), Alo Clay (9 to 15 percent slope), and Sorrento Clay Loam (0 to 2 percent slope and 2 to 9 percent slope) (Figure 7.1-2 [Soil Types]). The Myford Sandy Loam soils are generally present in the central parts of the City; whereas the Sorrento Clay Loam soils (0 to 2 percent) are in the south, Sorrento Loam soils are in the northwest, Alo Clay soils are primarily in the west, and the Sorrento Clay Loam soils (2 to 9 percent) run diagonally through the planning area following the Coyote Creek channel.

FAULTS AND FAULTING

Faults are more likely to produce future earthquakes if they have rapid rates of movement, have had recent earthquakes along them, experience greater total displacements, and are aligned so that movement can relieve the accumulating tectonic stresses. Geologists classify faults by their relative hazards. “Active” faults, which represent the highest hazard, are those that have ruptured to the ground surface during the Holocene period (approximately the last 11,000 years). In contrast, “potentially active” faults are those that displaced layers of rock from the Quaternary period (the last 1,800,000 years). Determining if a fault is “active” or “potentially active” depends on geologic evidence, which may not be available for every fault.[6] The La Habra planning area is located in a high seismic risk zone subject to seismic activity from the faults shown on Figure 7.1-3 (Seismic Hazards).[7] These fault zones are described below and include the San Andreas, Sierra Madre, Newport-Inglewood-Rose Canyon, and Whittier-Elsinore. The Puente Hills Thrust Fault is described and covers a broad, rectangular area, including northern Orange County, and would affect the City of La Habra with seismic shaking if an earthquake were to occur. In addition, there is an unnamed fault listed in the Alquist-Priolo Map within

[4] City of La Habra, *La Habra General Plan 2020 Environmental Management Plan, Health and Safety Background Report* (July 31, 1990).
[5] United States Geological Survey, *Age and Paleoenvironmental Significance of Mega-Invertebrates from the “San Pedro” Formation in the Coyote Hills, Fullerton, and Buena Park, Orange County, Southern California*, Open-File Report 00-319, prepared by C.L. Powell II and Dave Stevens (2000).
[6] Risk Management Professionals, *City of La Habra Hazard Mitigation Plan* (October 2007).
[7] Risk Management Professionals, *City of La Habra Emergency Response Plan* (August 2005).

La Habra approximately 0.5 mile long running north/south located south of Imperial Highway and east of Idaho Street.

San Andreas Fault Zone

The San Andreas Fault Zone runs northwest/southeast is located approximately 35 miles to the northeast of La Habra and is the dominant active fault in California. Because the San Andreas Fault is the primary surface boundary between the Pacific and the North American plate, it is thought to be capable of producing a magnitude (M) 8.0 to 8.5 earthquake. The last major earthquake on the Southern San Andreas Fault occurred in 1857 and registered M 8.0. The fault has right lateral strike-slip displacement, which indicates that vertical fractures along rock masses within the fault have shifted horizontally. The City of La Habra would experience strong ground shaking, which would result in damage to older structures if and when a major episode occurs.[8]

Sierra Madre Fault Zone

The Sierra Madre Fault Zone is associated with surface rupturing and groundshaking and generally runs east/west through Los Angeles County approximately 15 miles to the north of La Habra. The 1971 San Fernando earthquake occurred on a branch of the Sierra Madre Fault Zone and has resulted in the entire length of the Sierra Madre now being considered potentially active.[9]

Newport-Inglewood-Rose Canyon Fault Zone

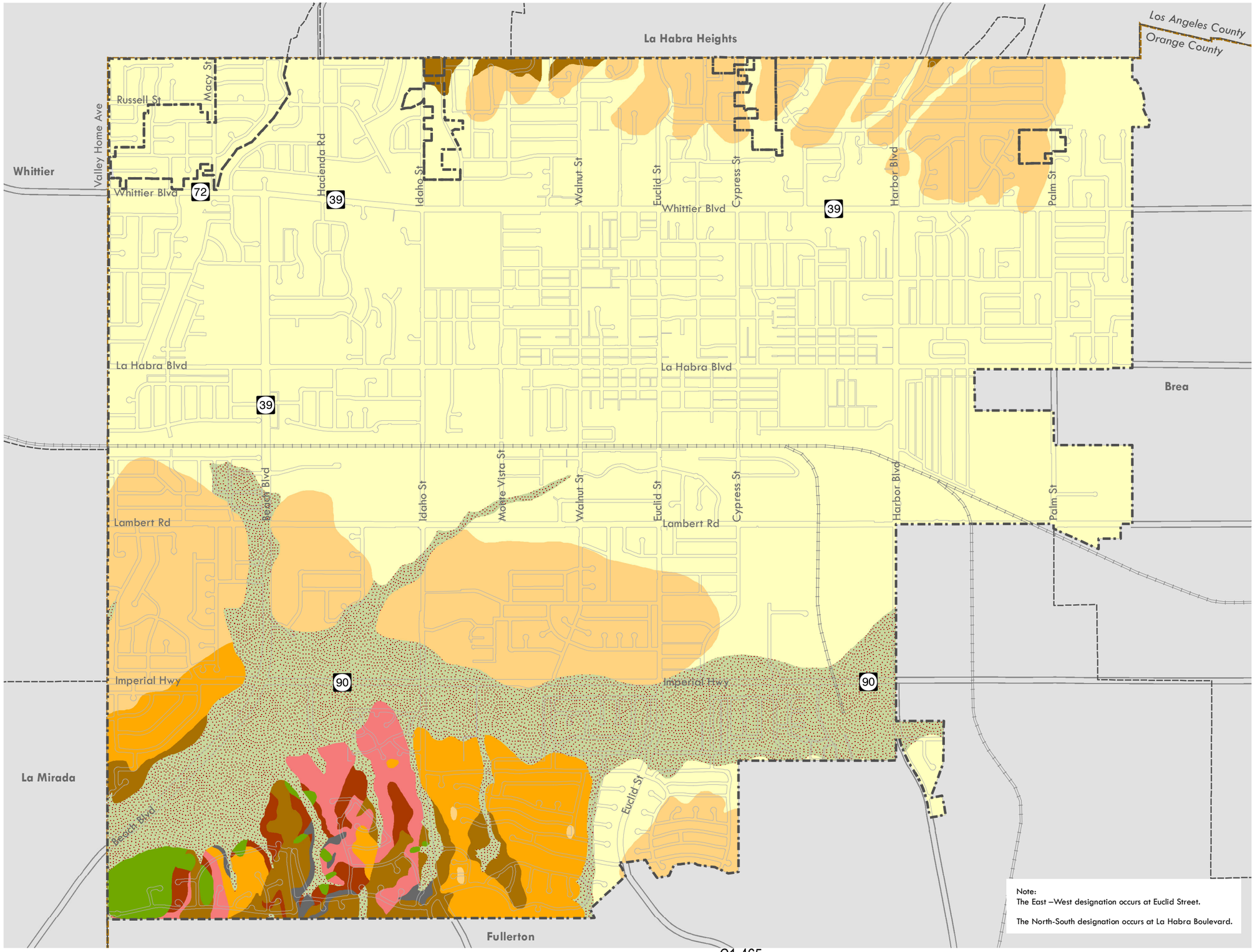
The Newport-Inglewood-Rose Canyon Fault Zone is located approximately 15 miles to the southwest of La Habra, and runs northwest/southeast along western California, near the communities of Santa Monica, Long Beach, Huntington Beach, and Newport Beach with the southern portion, or Rose Canyon area of the fault zone, continuing offshore into the Pacific Ocean. This fault zone has right-lateral local reverse and strike-slip associated with the fault and is considered active.[10] Historic earthquakes that have originated as the result of movement on this fault zone include the Long Beach earthquake (March 10, 1933; M 6.3), the Signal Hill earthquake (October 2, 1933; M 5.0), and the Gardena earthquake (November 14, 1941; M 5.5).

Whittier-Elsinore Fault Zone

The active Whittier-Elsinore Fault Zone runs through the Puente Hills, just over two miles north of La Habra, and poses the most significant earthquake threat to the City.[11] This fault zone has right-lateral strike-slip and an identified Whittier fault segment at the northern end with some reverse slip.

An M 6.9 on the northwest segment of this fault zone has been estimated to have a return period of 450 years. This earthquake would be expected to cause ground movement on the order of three to six feet and peak horizontal ground accelerations up to 1 g. This is significant because most structures

[8] Risk Management Professionals, *City of La Habra Hazard Mitigation Plan* (October 2007).
[9] City of La Habra, *La Habra General Plan 2020 Environmental Management Plan, Health and Safety Background Report* (July 31, 1990).
[10] City of La Habra, *La Habra General Plan 2020 Environmental Management Plan, Health and Safety Background Report* (July 31, 1990).
[11] Risk Management Professionals, *City of La Habra Emergency Response Plan* (August 2005).



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GEOLOGY

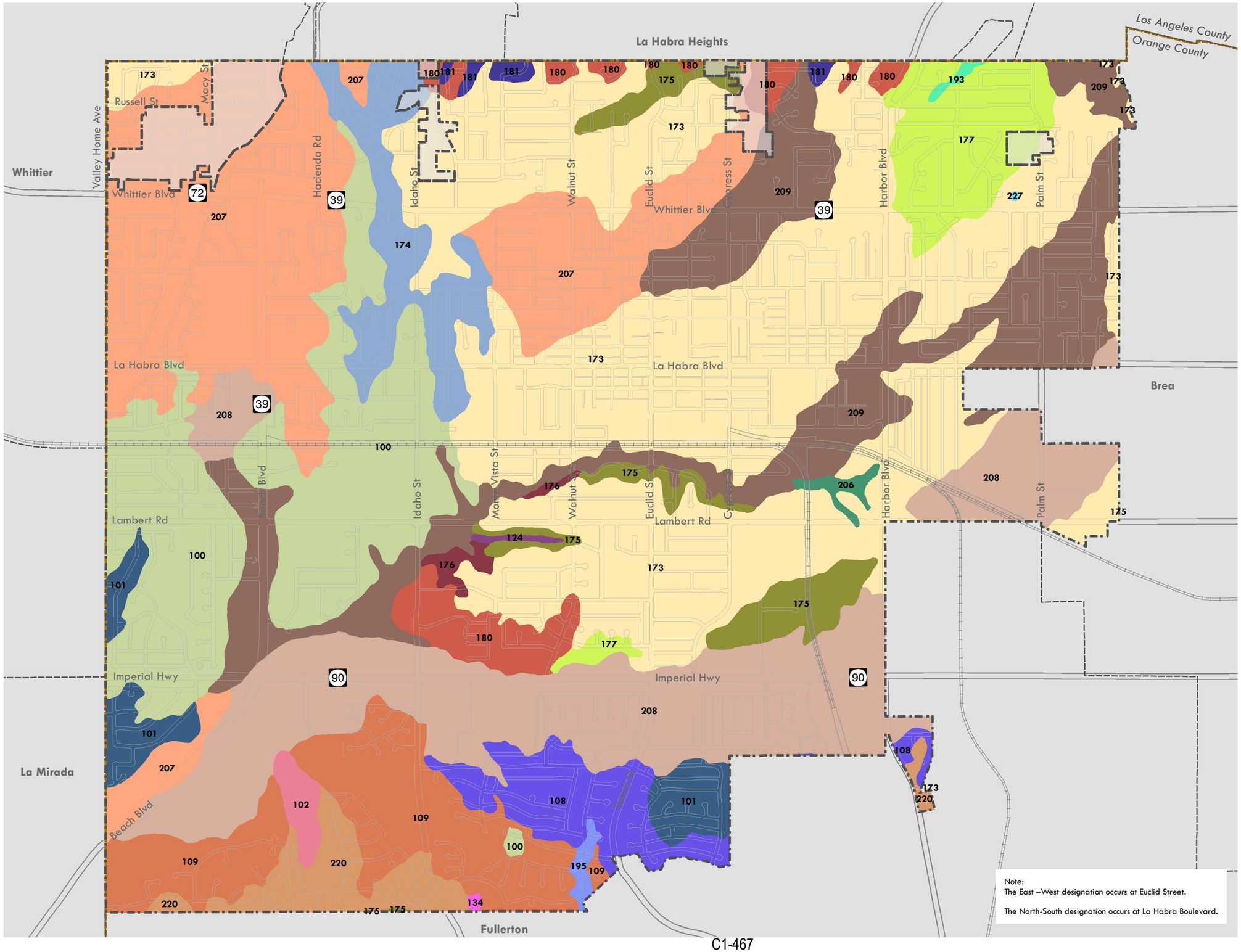
Legend

- Artificial fill
- Coyote Hills Formation
- Fernando Formation, upper member, conglomerate
- La Habra Formation
- Landslide deposits
- San Pedro Formation
- San Pedro Formation, sandstone
- San Pedro Formation, siltstone and claystone
- Very old alluvial fan deposits, silty sand
- Young alluvial fan deposits, silty sand
- Railroad
- La Habra City Limits
- County Boundary

Source: City of La Habra, December 2010; USGS, 2004
Date Revised: April 6, 2011
TBR/Geology.mxd

Miles
0 0.125 0.25 0.5

Figure 7.1-1



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SOIL TYPES

Legend

Soil Type

- 100 - Alo Clay, 9 to 15 percent slopes
- 101 - Alo Clay, 15 to 30 percent slopes
- 102 - Alo Clay, 30 to 50 percent slopes
- 108 - Anaheim Clay Loam, 15 to 30 percent slopes
- 109 - Anaheim Clay Loam, 30 to 50 percent slopes
- 124 - Bolsa Silty Clay Loam
- 134 - Callegus Clay Loam, 50 to 75 percent slopes, eroded
- 173 - Myford Sandy Loam, 2 to 9 percent slopes
- 174 - Myford Sandy Loam, 2 to 9 percent slopes, eroded
- 175 - Myford Sandy Loam, 9 to 15 percent slopes
- 176 - Myford Sandy Loam, 15 to 30 percent slopes
- 177 - Myford Sandy Loam, 9 to 30 percent slopes, eroded
- 180 - Nacimiento Clay Loam, 15 to 30 percent slopes
- 181 - Nacimiento Clay Loam, 30 to 50 percent slopes
- 193 - San Andreas Sandy Loam, 15 to 30 percent slopes
- 195 - San Emigdio Fine Sandy Loam, 2 to 9 percent slopes
- 206 - Sorrento Loam, 0 to 2 percent slopes
- 207 - Sorrento Loam, 2 to 9 percent slopes
- 208 - Sorrento Clay Loam, 0 to 2 percent slopes
- 209 - Sorrento Clay Loam, 2 to 9 percent slopes
- 220 - Xerorthents Loamy, Cut and Fill Areas, 15 to 30 percent slopes
- 227 - Water
- Railroad
- La Habra City Limits
- County Boundary

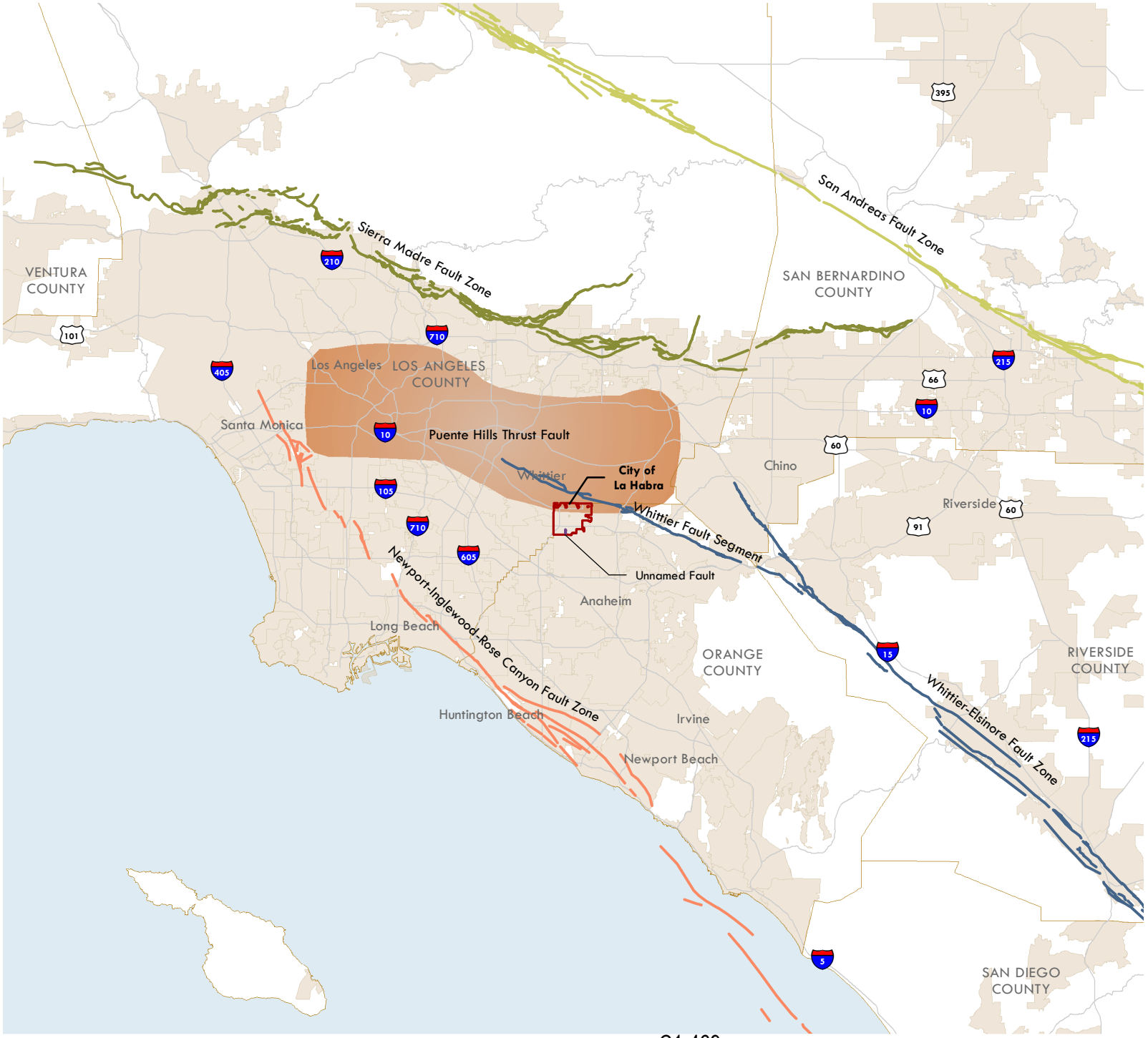
Note:
The East –West designation occurs at Euclid Street.

The North-South designation occurs at La Habra Boulevard.

Source: City of La Habra, December 2010, NRCS, 2004
Date Revised: April 6, 2011
TBR/Soils.mxd

Miles
0 0.125 0.25 0.5

Figure 7.1-2



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SEISMIC HAZARDS

Legend

- Whittier-Elsinore Fault Zone
- Newport-Inglewood - Rose Canyon Fault Zone
- San Andreas Fault Zone
- Sierra Madre Fault Zone
- Unnamed Fault
- County Boundary
- Puente Hills Thrust Fault
- City Boundary

Source: City of La Habra, December 2010, CGS, 2005.
Date Revised: August 16, 2011
TBR/Seismic_Hazards.mxd

Miles
0 2.5 5 10

Figure 7.1-3

built prior to 1997 were only designed to withstand peak ground accelerations up to 0.4 g. Thus, an M 6.9 earthquake would be expected to have peak ground accelerations greater than the current design criteria and would be expected to cause significant damage to the City of La Habra.[12] Additionally, earthquakes with surface rupture on only the Whittier fault are estimated to have return intervals for an M 6.5 and M 7.5 of 100 and 1,200 years, respectively. An unpublished paleoseismic investigation suggests that the Whittier fault segment has not moved for 2,000 years, suggesting that this fault is "overdue."[13]

Puente Hills Thrust Fault

The Puente Hills Thrust Fault is a broad, rectangular area 25 miles long and 15 miles wide that intersects the counties of Los Angeles, Orange, and San Bernardino and northern La Habra (see Figure 7.1-3 [Seismic Hazards]). The 1987 M 5.9 Whittier-Narrows earthquake led to the discovery of the Puente Hills Thrust Fault. This fault is a blind-thrust fault and has ruptured at least four times in the past 11,000 years with a magnitudes ranging from M 7.2 to M 7.5.[14] Scientists with the Southern California Earthquake Center (SCEC) and the United States Geological Survey (USGS) estimate that an M 7.0 earthquake along this fault would bring significant consequences to the City of La Habra and the surrounding county areas.[15]

SEISMIC ACTIVITY

Historic Southern California Earthquakes

Even if the epicenter of a major earthquake is not located directly within the City of La Habra, the seismic shaking and aftershock associated with that earthquake can cause significant damage to a widespread area.[16] The hazards associated with aftershock earthquakes are the same as mainshock earthquakes and may cause significant damage and disruption. Figure 7.1-4 (Southern California Historic Earthquakes) illustrates the locations and magnitudes of historic Southern California earthquakes, indicating the potential for mainshock and aftershock damage within City of La Habra.

H A Z A R D S

Surface Ruptures

Surface rupture or displacement occurs as a fault breaks the ground surface during a seismic event. Generally, this hazard is anticipated to occur along pre-existing faults. Surface rupture cannot be prevented; thus, faults are identified with the purpose of delineating zones over the surface trace of potentially hazardous faults where construction should be avoided. Buildings typically collapse or suffer significant damage as a result of differential movement through a foundation.

The Whittier-Elsinore Fault Zone—located approximately two miles north of the City—is the closest fault zone in the vicinity of La Habra. CGS has designated the Whittier fault segment of the Whittier-Elsinore

[12] Risk Management Professionals, *City of La Habra Hazard Mitigation Plan* (October 2007).
[13] Risk Management Professionals, *City of La Habra Hazard Mitigation Plan* (October 2007).
[14] Risk Management Professionals, *City of La Habra Emergency Response Plan* (August 2005).
[15] Risk Management Professionals, *City of La Habra Emergency Response Plan* (August 2005).
[16] Risk Management Professionals, *City of La Habra Hazard Mitigation Plan* (October 2007).

Fault Zone as an Earthquake Fault Zone, thereby prohibiting structures on fault traces per the Alquist-Priolo Special Studies Act of 1972.[17] As mentioned previously, structures within La Habra—including critical facilities (e.g., police and fire stations, hospitals, electrical facilities, water facilities, communication facilities, schools, and transportation structures)—have the potential to experience significant future ground displacement or surface rupture from a seismic event associated with the Whittier fault.[18]

In addition to the unnamed fault located south of Imperial Highway and east of Idaho Street within the Coyote Hills, there are other potentially active faults and/or fault traces within the planning area.[19] As a result, a program in the La Habra General Plan 2020 directs development projects to identify the precise fault locations and surface rupture potentials by geological and geophysical studies prior to development approvals to ensure the safety of residents, as required by the Alquist-Priolo Act.[20]

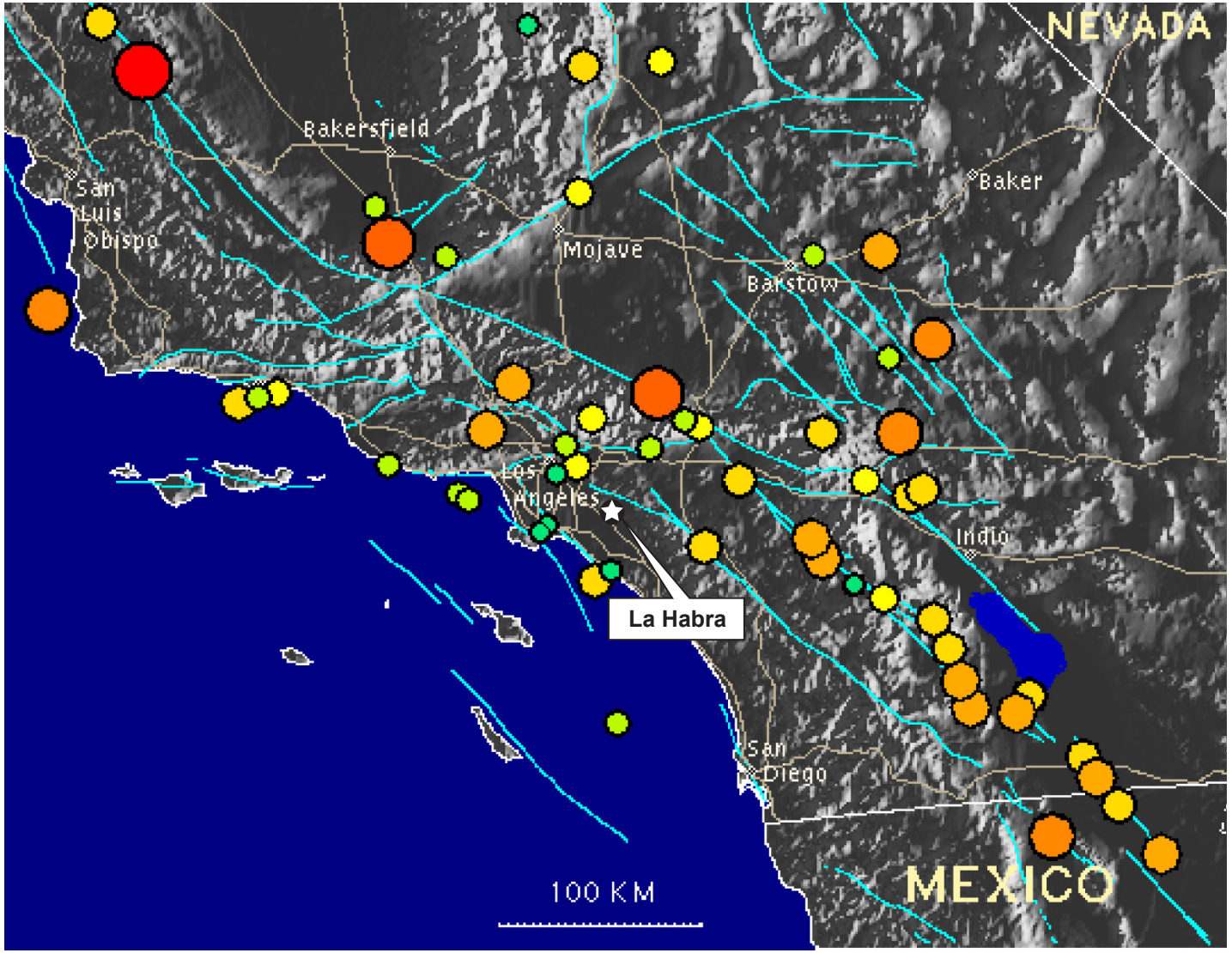
Groundshaking

The major cause of structural damage from earthquakes is groundshaking. The amount of ground motion expected at a building site can vary from minimal to forceful depending upon the distance to the fault, the magnitude of the earthquake, and the local geology. Greater movement can be expected at sites located on poorly consolidated material such as alluvium located near the epicenter of the earthquake or in response to an earthquake of great magnitude. Strong groundshaking can damage large freeway overpasses and unreinforced masonry buildings. It can also trigger a variety of secondary hazards such as liquefaction, landslides, fire, seiches, and dam failure. A major tsunamis along the Orange County coast, located over 20 miles from La Habra, could also pose a secondary non-inundation hazard to La Habra in the form of mutual aid support and the potential for relocation of people into the community.

The amount of energy released during an earthquake is usually expressed as a magnitude and is measured directly from the earthquake as recorded on seismographs. An earthquake's magnitude is expressed in whole numbers and decimals. Seismologists have developed several magnitude scales in the past 100 years of seismologic observation, with the most current being the Moment Magnitude (M) scale, which is a logarithmic scale introduced by Hiroo Kanamori in 1977 that is used by modern seismologists to measure the total amount of energy released by an earthquake. Moment magnitude is related to the physical dimensions of the ruptured portion of a fault plane and the movement or displacement across that plane, and, as such, is a more reliable measure of the "strength" or "size" of an earthquake (especially of the larger earthquakes) than previously devised scales.

Earthquake intensity at a given location typically is measured using the Modified Mercalli Intensity (MMI) scale with values ranging from I to XII (Table 7.1-1 [Earthquake Magnitude Scale]). The more commonly used adaptations define "MMI I" as not felt, except by very few, favorably situated, to

[17] California Department of Conservation, California Geological Survey—Alquist-Priolo Earthquake Fault Zones, http://www.consrv.ca.gov/cgs/rghm/ap/Pages/Index.aspx (accessed January 4, 2011).
[18] Risk Management Professionals, *City of La Habra Hazard Mitigation Plan* (October 2007).
[19] City of La Habra, *La Habra General Plan 2020 Environmental Management Plan, Health and Safety Background Report* (July 31, 1990).
[20] City of La Habra, *La Habra General Plan 2020 Environmental Management Plan, Health and Safety Background Report* (July 31, 1990).



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SOUTHERN CALIFORNIA HISTORIC EARTHQUAKES

Legend

- 4.5 to 4.9
- 5.0 to 5.4
- 5.5 to 5.9
- 6.0 to 6.4
- 6.5 to 6.9
- 7.0 to 7.4
- 7.5 to 7.9
- 8.0 and greater

Source: Risk Management Professionals. October 2007.
City of La Habra Hazard Mitigation Plan

Scale in Kilometer

Figure 7.1-4

"MMI XII" as total damage, with lines of sight disturbed and objects thrown into the air. Although an earthquake has only one Moment Magnitude, it typically has a variety of intensities, which tend to decrease with distance from the earthquake epicenter, although not uniformly.

The probable maximum intensity of groundshaking in the La Habra planning area is considered to be M 6.2, or VIII on the MMI scale from a potential event originated from the San Andreas Fault Zone, Whittier-Elsinore Fault Zone, or Puente Hills Thrust Fault.[21] The effects of this intensity are anticipated to cause moderate to heavy damage depending on the construction of the structure.

Table 7.1-1 Earthquake Magnitude Scale

Richter Scale Magnitude	*Modified Mercalli Intensity Scale*	*Effects*
<0.1	I	Not felt except by a very few under especially favorable conditions.
0.1–3.4	II	Felt only by a few persons at rest, especially on upper floors of buildings.
3.5–4.2	III	Felt quite noticeably by persons indoors, especially on upper floors of buildings. Many people do not recognize it as an earthquake. Standing motor cars may rock slightly. Vibrations similar to the passing of a truck. Duration estimated.
4.3–4.8	IV	Felt indoors by many, outdoors by few during the day. At night, some awakened. Dishes, windows, doors disturbed; walls make cracking sound. Sensation like heavy truck striking building. Standing motor cars rocked noticeably.
	V	Felt by nearly everyone; many awakened. Some dishes, windows broken. Unstable objects overturned. Pendulum clocks may stop.
4.9–5.4	VI	Felt by all, many frightened. Some heavy furniture moved; a few instances of fallen plaster. Damage slight.
	VII	Damage negligible in buildings of good design and construction; slight to moderate damage in well-built ordinary structures; considerable damage in poorly built or badly designed structures; some chimneys broken.
5.5–6.2	VIII	Damage slight in specially designed structures; considerable damage in ordinary substantial buildings with partial collapse. Damage great in poorly built structures. Fall of chimneys, factory stacks, columns, monuments, and walls. Masonry fissured. Heavy furniture overturned.
6.3–6.9	IX	Damage considerable in specially designed structures; well-designed frame structures thrown out of plumb. Damage great in substantial buildings, with partial collapse. Buildings shifted off foundations.
7.0–7.3	X	Some well-built wooden structures destroyed; most masonry and frame structures destroyed with foundations. Rails bent.
7.4–8.1	XI	Few, if any (masonry) structures remain standing. Bridges destroyed. Rails bent greatly.
8.2 +	XII	Damage total. Lines of sight and level are distorted. Objects thrown into the air.

SOURCE: http://earthquake.usgs.gov/learning/topics/mag_vs_int.php, accessed December 21, 2010.

[21] Risk Management Professionals, *City of La Habra Hazard Mitigation Plan* (October 2007).

Ground motions are expressed as a fraction of the acceleration due to gravity (g). The Peak Ground Acceleration (PGA) values are modified by the local site soil conditions. Each ground motion value is expressed for three different site conditions—firm rock, soft rock, and alluvium. A probabilistic seismic hazard map for groundshaking that could occur within La Habra is illustrated on Figure 7.1-5 (Groundshaking) and reflects 40 to 50 percent g for the entire planning area.

Similarly, expressed as PGA values in Table 7.1-2 (Probabilistic Seismic Hazards Assessment of Groundshaking) and further reflecting the local site soil conditions, the peak ground acceleration within the La Habra planning area is 0.418, 0.418, and 0.452 for firm rock, soft rock, and alluvium, respectively.[22]

Table 7.1-2 Probabilistic Seismic Hazards Assessment of Groundshaking

Ground Motion	*Firm Rock*	*Soft Rock*	*Alluvium*
Peak Ground Acceleration	0.418	0.418	0.452

SOURCE: California Geologic Survey, http://www.consrv.ca.gov/cgs/rghm/psha/Pages/Index.aspx, accessed January 5, 2011.

Seismically Induced Ground Failure and Settlement

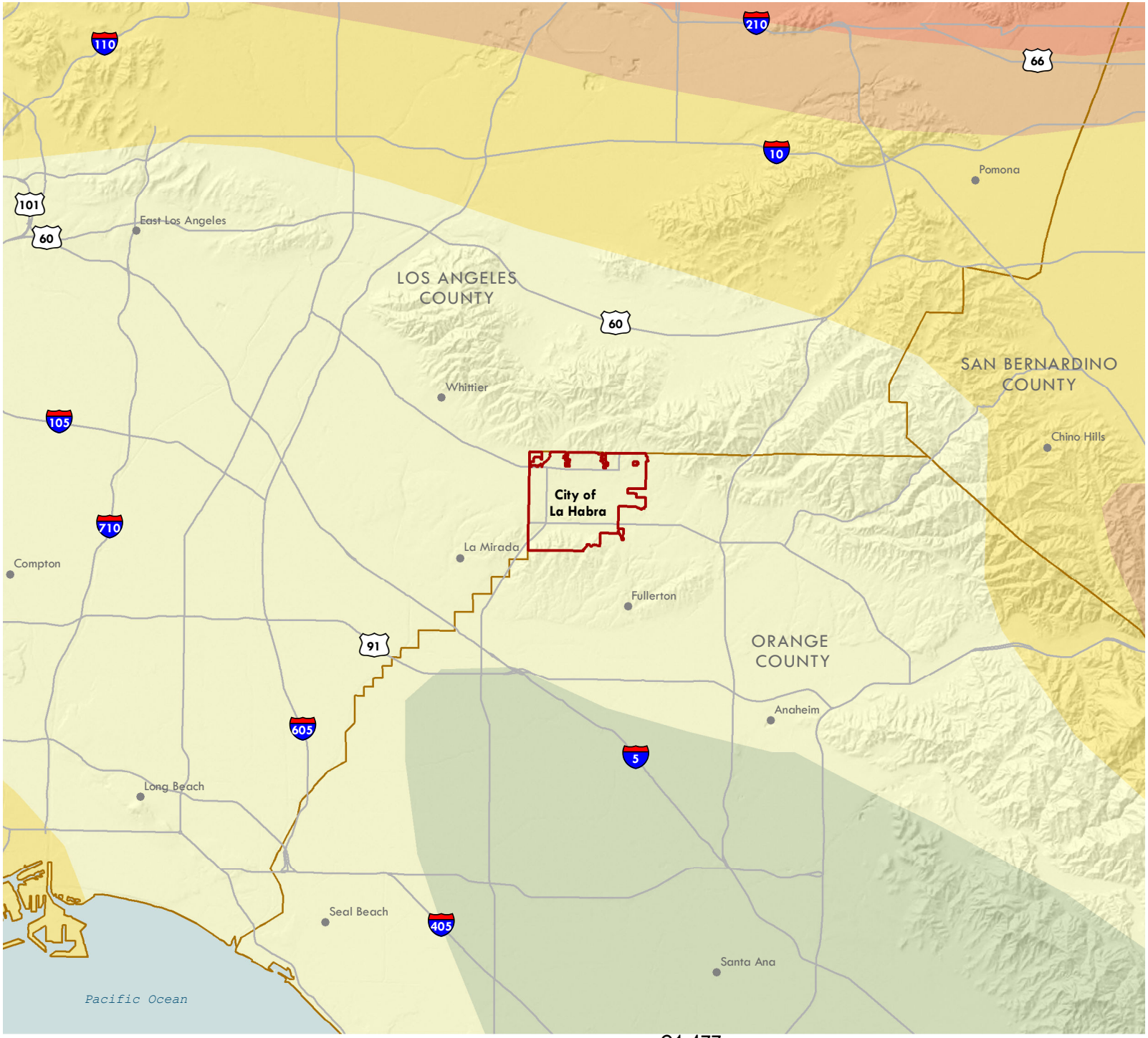
Fissuring and permanent horizontal and vertical shifting of the ground often accompany large earthquakes. Seismically induced settlement results from the consolidation or compaction of loose, sandy soils during groundshaking. Although not as pervasive or as costly as the shaking itself, these ground failures can significantly increase damage, and, under certain circumstances, can be the dominant cause of damage. Because of the geologic properties of its underlying soils, the City of La Habra's water distribution pipelines are particularly vulnerable to ground failures.[23] Soils testing on individual sites are the only effective measure to specifically identify areas prone to settlement.

Liquefaction Potential

Liquefaction is the phenomenon in which uniformly sized, loosely deposited, saturated, granular soils with low clay content undergo rapid loss of shear strength through the development of excess pore pressure during strong earthquake induced groundshaking. Soils with these properties that undergo sufficient duration and intensity of groundshaking may behave as a fluid for a short period of time. Liquefaction generally occurs in saturated or near-saturated cohesionless soils at depths shallower than 40 feet below the ground surface. Liquefaction related phenomena include vertical settlement from densification, lateral spreading, ground oscillation, flow failures, loss of bearing strength, subsidence, and buoyancy effects.

As mentioned previously, La Habra is located in a high seismic risk zone and portions of the City have a high potential for shaking intensity and liquefaction (ground failure) damage.[24] Figure 7.1-6 (Liquefaction and Earthquake-Induced Landslides) provides information on areas within the La Habra planning area where historic occurrences of liquefaction or local geological, geotechnical, and/or groundwater conditions indicate a potential threat for permanent ground displacement. Generally, the

[22] Risk Management Professionals, *City of La Habra Emergency Response Plan* (August 2005).
[23] Risk Management Professionals, *City of La Habra Hazard Mitigation Plan* (October 2007).
[24] Risk Management Professionals, *City of La Habra Hazard Mitigation Plan* (October 2007).



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GROUNDSHAKING

Legend

Peak Ground Acceleration*

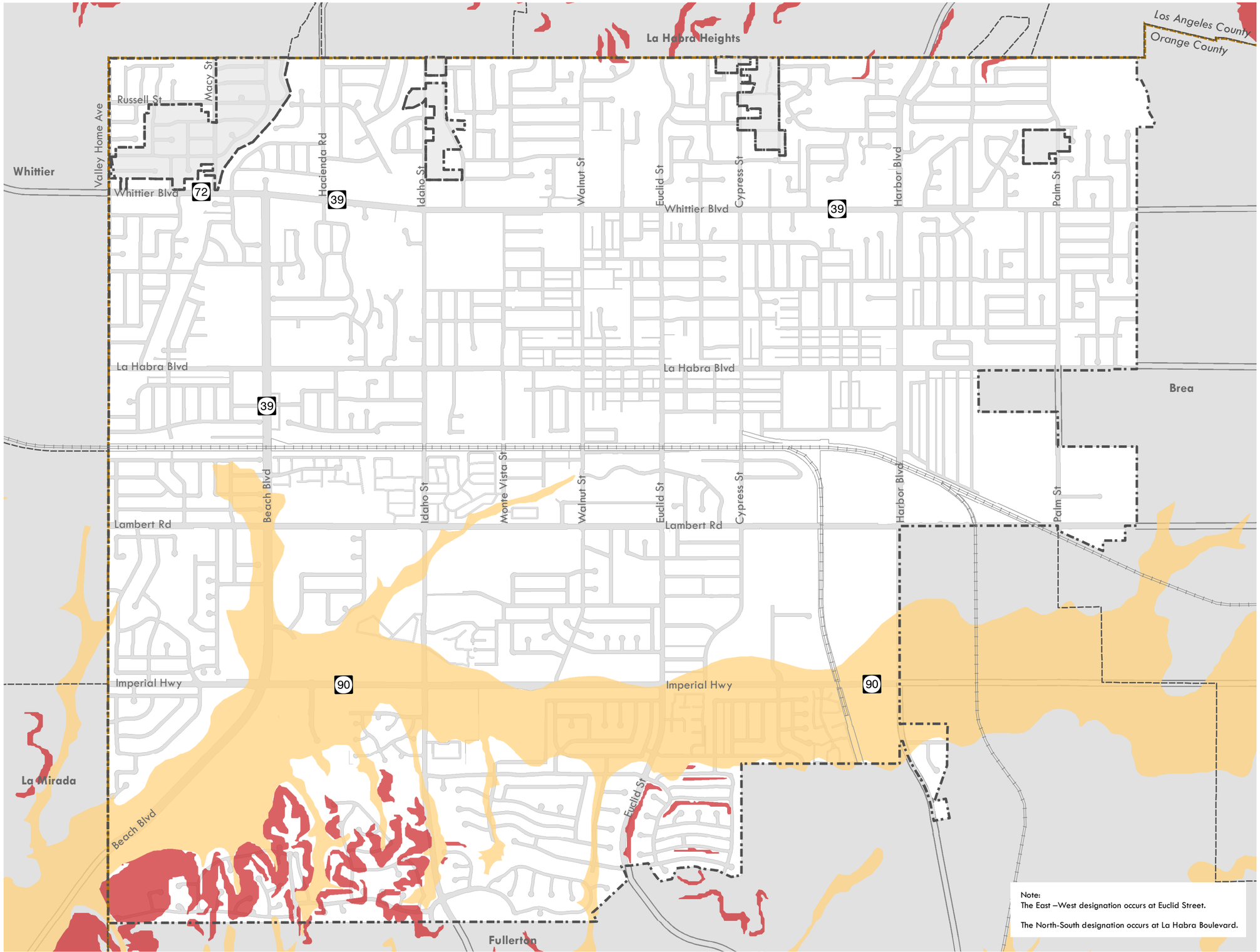
- 30% to 40% g
- 40% to 50% g
- 50% to 60% g
- 60% to 70% g
- >70% g
- La Habra City Limits
- County Boundary

*The information shown on this map is not intended to be used for site specific seismic hazards analyses, but for the illustration of regional patterns of shaking hazard. The unit "g" is acceleration of gravity.

Source: City of La Habra, December 2010, CGS, 2002.
Date Revised: February 21, 2011
TBR/Groundshaking.mxd

Miles
0 0.5 1 2 3 4

Figure 7.1-5



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LIQUEFACTION AND EARTHQUAKE INDUCED LANDSLIDES

Legend

- Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.
- Earthquake-Induced Landslides Area where previous occurrence of landslide movement, or local topographic, geological, geo-technical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.
- County Boundary
- La Habra City Limits
- Railroad

Source: City of La Habra, December 2010, CGS, 2002.
Date Revised: September 16, 2011
Liquefaction Landslides.mxd

Miles
0 0.125 0.25 0.5

Figure 7.1-6

southernportion of the planning area along South Beach Boulevard and West Imperial Highway within the hillside areas of the Coyote Hills is affected by the potential for liquefaction occurrence.

Earthquake Induced Landslides

Landslides are downward and outward movements of slope-forming materials which may be rock, soil, artificial fill, or combinations of these materials. The size of landslides varies from small slumps or soil flows, usually containing less than one cubic yard of material, to massive soil and rock movements containing hundreds to millions of cubic yards of material. Large landslides may move rapidly or slowly (i.e., creep) downslope for hundreds of yards or even several miles.

The susceptibility of a given area to landslides depends on a many variables including steepness of slope, type of slope material, water content, amount of vegetation, earthquake ground motions, and proximity to areas undergoing rapid erosion or man-made cuts. The general characteristics influencing landslide hazards are well understood, and it is possible to map areas in terms of general susceptibility to earthquake-induced landslides. The overwhelming majority of the La Habra planning area is gentle rolling hills. However, several areas in the southern portion of the planning area within the Coyote Hills are susceptible to landslides, mudslides, or rockfalls induced by seismic activity or excessive rainfall. Figure 7.1-6 depicts areas within the La Habra planning area where previous occurrence of landslide movement, or local topographic, geological, and/or subsurface water conditions indicate a potential for permanent ground displacement.

Expansive Soils

Expansive soils are prone to change in volume because of the presence or absence of moisture. Expansive clay soils decrease in volume when dry and increase when wet (shrink-swell). Swelling soils contain high percentages of certain kinds of clay particles that are capable of absorbing large quantities of water, expanding up to 10 percent or more as the clay becomes wet. On the other hand, soils composed predominantly of sand and gravel have a low volume change. Expansive soils can cause damage including structural damage; cracked driveways, sidewalks, heaving of roads and highway structures; and disruption of pipelines and other utilities. Expansive soils are most likely to occur in basins and on basin rims with non-expansive soils occurring along rivers and river valleys and steep mountain slopes.

Expansive soils high in clay content and subject to significant swelling and shrinkage with change of moisture content are known to be present at many locations within the La Habra planning area.[25] Although the expansive soil condition is not a general problem affecting all sites to the same degree in the City, the City of La Habra requires that expansive soils be assumed to be present for the purposes of foundation design.[26] Building can occur successfully on expansive soils with proper mitigation to offset the vertical and horizontal forces of the soil type. Soils testing to identify expansive characteristics and appropriate remediation measures are required routinely by the CBC (Section 1802.2.2 [Expansive Soils]). Specific treatments to eliminate expansion of soils include, but are not limited to, grouting (cementing the soil particles together), recompaction (watering and compressing the soils), and

[25] City of La Habra, *La Habra General Plan 2020 Natural Environment Background Report* (July 31, 1990).
[26] City of La Habra, *La Habra General Plan 2020 Natural Environment Background Report* (July 31, 1990).

replacement with a non-expansive material (excavation of unsuitable soil followed by filling with suitable material).

Subsidence

Subsidence is the sinking of a relatively large area of ground in which the material is displaced vertically downward with little or no horizontal movement. Subsidence is a greater hazard in areas where subsurface geology includes compressible layers of unconsolidated materials. In California, subsidence occurs usually as a result of groundwater, oil, or gas subsurface withdrawal. The damaging effects of subsidence include gradient changes in roads, streams, canals, drains, sewers, and dikes.

Historically, subsidence is not known to have a significant effect on the La Habra planning area, although there is potential subsidence hazard within and adjoining the southwest portion of the City within the western section of the Coyote Hills due to active oil withdrawal from as early as 1912 to the 1970s. In addition, subsidence due to overdraft of the groundwater resources in the vicinity appears unlikely.[27] Section 6.2 (Watersheds and Groundwater Recharge) contains additional information on groundwater extraction in the La Habra Basin.

Loading Settlement

Loading settlement is associated with weak, clay soils near the ground surface and is generally induced by the weight of buildings. The principal settlement problem that has historically occurred in La Habra was related to the development of several residential building sites over loose backfill in an old borrow pit located in the northeast portion of the City. Overall, settlement of structures due to consolidation of the sub-soils and the presence of expansive soils appears to pose no significant current development constraint with the exception of the potential settlement area associated with the former refuse disposal landfill site, now known as Vista Grande Park, at the southeast corner of Lambert Road and Idaho Street.[28]

To mitigate potential hazards associated with loading settlement, site-specific geotechnical investigations and adequate site design are required for all future development and are necessary to identify areas prone to settlement.

Issues/Implications

- All development in La Habra could be exposed to seismic groundshaking, particularly from the Whittier fault segment of the Whittier-Elsinore Fault Zone.
- Areas along South Beach Boulevard and West Imperial Highway within the hillside areas of the Coyote Hills are affected by the potential for liquefaction occurrence.
- Several areas in the Coyote Hills are susceptible to landslides, mudslides, or rockfalls induced by seismic activity or excessive rainfall.

[27] City of La Habra, *La Habra General Plan 2020 Natural Environment Background Report* (July 31, 1990).
[28] City of La Habra, *La Habra General Plan 2020 Natural Environment Background Report* (July 31, 1990).

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FIRE HAZARDS

Introduction and Background

This section provides a general description of the wild and urban fire hazards that exist in the La Habra planning area. Fire protection for urban fire prevention is discussed in Section 4.5 (Fire Service) and emergency services are discussed in Section 7.2 (Emergency Preparedness). Information for this section was obtained from the Los Angeles County Fire Department (LACFD) Forestry Division, City of La Habra Hazard Mitigation Plan (HMP), City of La Habra Emergency Response Plan (ERP), and the United States Forest Service National Fire Danger Rating System (NFDRS). Although located in Orange County, the City of La Habra has contracted fire services from LACFD.

Regulatory Framework

FEDERAL

INTERNATIONAL FIRE CODE

The International Fire Code (IFC) contains regulations relating to construction and maintenance of buildings and the use of premises. Topics addressed in the IFC include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and premises. The IFC contains specialized technical regulations related to fire and life safety. The California Fire Code incorporates the IFC standards but also includes State regulations and standards. All new buildings within La Habra must conform to standards within the California Fire Code.

STATE

CALIFORNIA FIRE CODE (TITLE 24, PART 9, CALIFORNIA CODE OF REGULATIONS)

The California Fire Code is Part 9 of the California Code of Regulations, Title 24, also referred to as the California Building Standards Code. The California Fire Code incorporates the UFC with necessary California amendments. This Code prescribes regulations consistent with nationally recognized minimum standards for the safeguarding, to a reasonable degree, life and property from the hazards of fire explosion, and dangerous conditions arising from the storage, handling and use of hazardous materials and devices, and from conditions hazardous to life or property in the use or occupancy of buildings or premises and provisions to assist emergency response personnel. All new buildings, homes, businesses, and agencies within La Habra must conform to standards within the California Fire Code.

CALIFORNIA HEALTH AND SAFETY CODE

State fire regulations set forth in Sections 13000 et seq. of the California Health and Safety Code, include regulations for building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

CALIFORNIA BUILDING CODE

The State regulations protecting human-occupied structures from geo-seismic hazards are contained in California Code of Regulations, Title 24, Part 2 California Building Code (CBC). The 2010 CBC, effective January 1, 2011, is based on the current (2009) International Building Code (IBC) and contains prominent enhancement of the sections dealing with fire safety (e.g., fire sprinklers are now required in all new residential construction) and environmentally friendly construction (e.g., California has adopted the nation's first state green building code known as CALGreen). Seismic-resistant construction design is required to meet more stringent technical standards than those set by previous versions of the CBC. Chapter 7 sets forth methods for fire and smoke protection and Chapter 7A deals with materials and construction methods that reduce exterior exposure to wildland fire danger. Chapter 9 sets forth the requirements for fire protection systems in new construction.

REGIONAL

LOS ANGELES COUNTY FIRE CODE

Title 15 (Buildings and Construction), Chapter 15.46 (Fire Code) of the La Habra Municipal Code adopts and incorporates by reference Title 32 (Fire Code) of the Los Angeles County Code, as amended in 2010. Title 32 gives the County Fire Chief the authority to inspect buildings and premises including such other hazards or appliances designated by the chief for the purpose of ascertaining and causing to be corrected any conditions which would reasonably tend to cause fire or contribute to its spread, or any violation of the purpose or provisions of this code and of any other law or standard affecting fire safety.

LOCAL

CITY OF LA HABRA MUNICIPAL CODE, TITLE 15 (BUILDINGS AND CONSTRUCTION), CHAPTER 15.46 (FIRE CODE)

Title 15 (Buildings and Construction), Chapter 15.46 (Fire Code) of the La Habra Municipal Code adopts and incorporates by reference Title 23 (Fire Code) of the Los Angeles County Code as amended in 2010; the 2010 California Fire Code; and the 2009 International Fire Code, which has been incorporated into the 2010 California Fire Code and the 2010 Los Angeles County Fire Code.

CITY OF LA HABRA HAZARD MITIGATION PLAN (HMP)

The City of La Habra and other local districts are required to adopt a state-approved Multi-Hazard Mitigation Plan per the Disaster Mitigation Act of 2000 (DMA 2000, Public 106-390-Oct.30, 2000). The La Habra Hazard Mitigation Plan (HMP) (October 2007) provides a strategic planning tool for the reduction of or prevention of injury and damage from hazards identified within the City. The City's Hazard Mitigation Goals and Objectives identify a range of specific strategic potential actions to achieve the respective Goals and/or Objectives. The primary objective related to wildfire hazards as identified in the La Habra HMP is to reduce wildfire potential along the City of La Habra/City of La Habra Heights border through vegetation management.

CITY OF LA HABRA HAZARD EMERGENCY RESPONSE PLAN (ERP)

The City's Emergency Response Plan (ERP) (August 2005) determines the actions to be taken by the City to prevent disasters where possible, reduce the vulnerability of residents to any disasters that cannot be prevented, establish capabilities for protecting citizens from the effects of disasters, respond effectively to the actual occurrence of disasters, and provide for recovery in the aftermath of any emergency involving extensive damage or other debilitating influence on the normal pattern of life within the community. The response procedures and organization strategies provided in the ERP are a step-by-step guide to response and operations during the aforementioned events. The City of La Habra planning area is exposed to wildland and urban fires, which have the potential to disrupt the community and cause damage and casualties.

Existing Conditions

WILDLAND FIRE HAZARD

A wildland fire generally occurs in forests or other typically uninhabited areas and is fueled primarily by natural vegetation. Wildland fires often begin unnoticed, spread quickly, and are usually signaled by dense smoke that may fill the area for miles around. The major factors that contribute significantly to wildland fire behavior are slope and topography, vegetation acting as fuel, and weather.[29]

[29] Risk Management Professionals, *City of La Habra Hazard Mitigation Plan* (October 2007).

SLOPE AND TOPOGRAPHY

Slope is the rise or fall in the terrain measured in the number of feet change per 100 feet of horizontal distance and is expressed as a percentage. The National Fire Danger Rating System (NFDRS) groups slope into five classes:

1. 0–25 percent
2. 26–40 percent
3. 41–55 percent
4. 56–75 percent
5. Greater than 75 percent

Slope effects fire threat significantly because when all other factors are held constant, every increase in slope class doubles the rate at which the fire will spread. South facing slopes are also subject to greater solar radiation, making them drier and thereby intensifying wildland fire behavior. The City's HMP cites the majority of slope conditions in the La Habra planning area are between 0 and 10 percent, or no greater than 25 percent.[30]

FUEL

Weight and volume are the two methods of classifying fuel, with volume also referred to as fuel loading (measured in tons of vegetative material per acre). Each fuel is assigned a burn index (the estimated amount of potential energy released during a fire), an estimate of the effort required to contain a wildland fire, and an expected flame length. The Fuel Rank is a tool that has been developed to identify regions with vegetation that are particularly vulnerable to wildfires. The fuel models represent the most common or hazardous vegetation types. The fuel rank throughout the City of La Habra planning area is determined to be "moderate" and the fuel rank for community of La Habra Heights to the north is "high."[31]

The NFDRS also develops maps to identify regions with vegetation that are particularly vulnerable to wildfires and is based on ground sample data and review by fire managers throughout the United States. The fuel models represent the most common or hazardous vegetation types occurring in the areas designated on the map. According to the Fuel Model Map developed by NFDRS, La Habra lies within the "barren" fuel model, which decreases City of La Habra's vulnerability to wildfires.[32] See Figure 7.1-7 (Fire Threat) for an illustration of the fire hazard within the La Habra planning area.

WEATHER

Variations in weather conditions have a significant effect on the occurrence and behavior of wildfires. Firestorms that occur during extreme weather (e.g., high temperatures, low humidity, and high winds) have high intensity, making fire suppression virtually impossible. These events typically burn until the conditions change or the fuel is exhausted.[33] The National Fire Danger Rating System (NFDRS) recognizes

[30] Risk Management Professionals, *City of La Habra Hazard Mitigation Plan* (October 2007).
[31] Risk Management Professionals, *City of La Habra Hazard Mitigation Plan* (October 2007).
[32] Risk Management Professionals, *City of La Habra Emergency Response Plan* (August 2005).
[33] Risk Management Professionals, *City of La Habra Hazard Mitigation Plan* (October 2007).

that vegetation adapts to the general climate of the area and that some of these characteristics affect seasonal fire danger.

The NFDRS uses four climate classes, numbered 1 through 4. Class 1 represents arid or semi-arid desert (i.e., sparse grass and scattered shrubs) and steppe (i.e., short grass and shrubs) vegetation characteristics. Class 2 represents the semi-humid climate where summertime moisture is deficient. Class 3 represents the semi-humid climate where summertime precipitation is adequate to sustain plant growth most of the season (typical of the mountains West and the area east of the Mississippi River). Class 4 represents the wet coastal areas where summertime precipitation and fog are common (typical of the Pacific Coast). The La Habra planning area is identified with climate Class 2.[34]

HISTORICAL WILDLAND FIRES

To help protect people and their property from potential catastrophic wildfire, the National Fire Plan directs funding to be provided for projects designed to reduce the fire risks to communities. A fundamental step in achieving this goal was the identification of communities that are at high risk of damage from wildfire. Communities are classified as High Risk if they are located within the wildland-urban interface or the area where homes and wildlands intermix.

Although the City of La Habra has not undergone a wildland fire and is not classified in the "Communities at Risk" list, the neighboring City of La Habra Heights to the north is a community at risk and subject to wildland fires. A fire in La Habra Heights could potentially spread south with the potential for an extreme event impacting La Habra.[35]

URBAN FIRE HAZARDS

The risk of life or property loss from fires in urban settings is influenced by a variety of factors. Some factors include building construction materials, the type of occupancy, the type of items stored within the structure, fire response time, the availability of adequate fire flows of water, and adequate emergency ingress and egress. Urban fires are primarily those associated with structures and the activities in and around them. Although structural fires can occur in any developed areas within the La Habra planning area, it is found that generally nonsprinklered and older structures are especially susceptible to fire hazards.

The potential for a high loss of life may result from fire and smoke damage to hotels, nursing homes, movie theaters, libraries, and other areas where large groups of people tend to gather. Businesses and shopping areas may suffer a large property or monetary loss due to a major fire. Also, residential neighborhoods with large concentrations of houses with wood shingle or shake roofs are at a greater fire risk than neighborhoods where the majority of the residences utilize fire retardant roofing material. For more information on urban fire services in La Habra see Section 4.5 (Fire Services).

ASSESSING VULNERABILITY

The National Fire Danger Rating System (NFDRS) was developed to incorporate the relationship between various fuels, weather, topography, and risk conditions into a qualitative danger rating. According to the

[34] Risk Management Professionals, *City of La Habra Emergency Response Plan* (August 2005).
[35] Risk Management Professionals, *City of La Habra Hazard Mitigation Plan* (October 2007).

NFDRS, the adjective class rating for the La Habra planning area is "low;"[36] however, the maps are updated on a daily basis, and a map from March 2005 showed the City with a "moderate"[37] adjective class rating.[38]

As a second source of information, the City of La Habra Hazard Mitigation Plan identified wildland fire risk as a "moderately high" hazard with moderate warning time and the potential to occur between once every eight years and once every 50 years. Extensive building damage in a localized area; widespread loss of water, gas, electricity, sanitation, and roads; and potential loss of life are the anticipated consequences. Secondary impacts could include potential evacuations and increased water supply demand.[39] As mentioned previously, a wildfire in the City of La Habra Heights to the north potentially has the greatest fire threat impact to the La Habra planning area; however, a mandatory vegetation management program is in place within La Habra Heights to mitigate wildlife damage.[40]

Figure 7.1-7 (Fire Threat) illustrates a third source of information—California Department of Forestry and Fire Protection (CAL FIRE)—concerning the fire hazard within the La Habra planning area. The fire threat is shown as "very high" in the south/southwestern portion of the planning area within the hillsides of the Coyote Hills and gradually tiers down to a "high" and "moderate" threat designation as the slopes decrease heading north. In addition, areas of "moderate" and "high" fire threat are shown in the northeastern corner of the planning area associated with the Puente Hills, adjacent to the City of La Habra Heights, which has fire threat areas designated as a "very high."

FIRE PREVENTION AND SUPPRESSION SERVICES

The City of La Habra contracts with the Los Angeles County Fire Department (LACoFD) for fire suppression and emergency medical services and other support services, including wildland fire control. The LACoFD serves 4.1 million residents in a 2,305-square-mile service area and is comprised of 169 stations, staffed 24 hours a day, 365 days a year servicing all unincorporated county areas and the cities of La Mirada, Whittier, and Norwalk, in addition to La Habra.

The LACoFD Fire Prevention Division focuses on educating the community about the benefits of proper safety practices and identifying and eliminating all types of hazardous conditions, which pose a threat to life, the environment, and property. The LACoFD Forestry Division is responsible for the review of environmental documents related to development and protection of oak tree resources, development of vegetation management plans and proposals, coordination of wildland fire planning, enforcement of

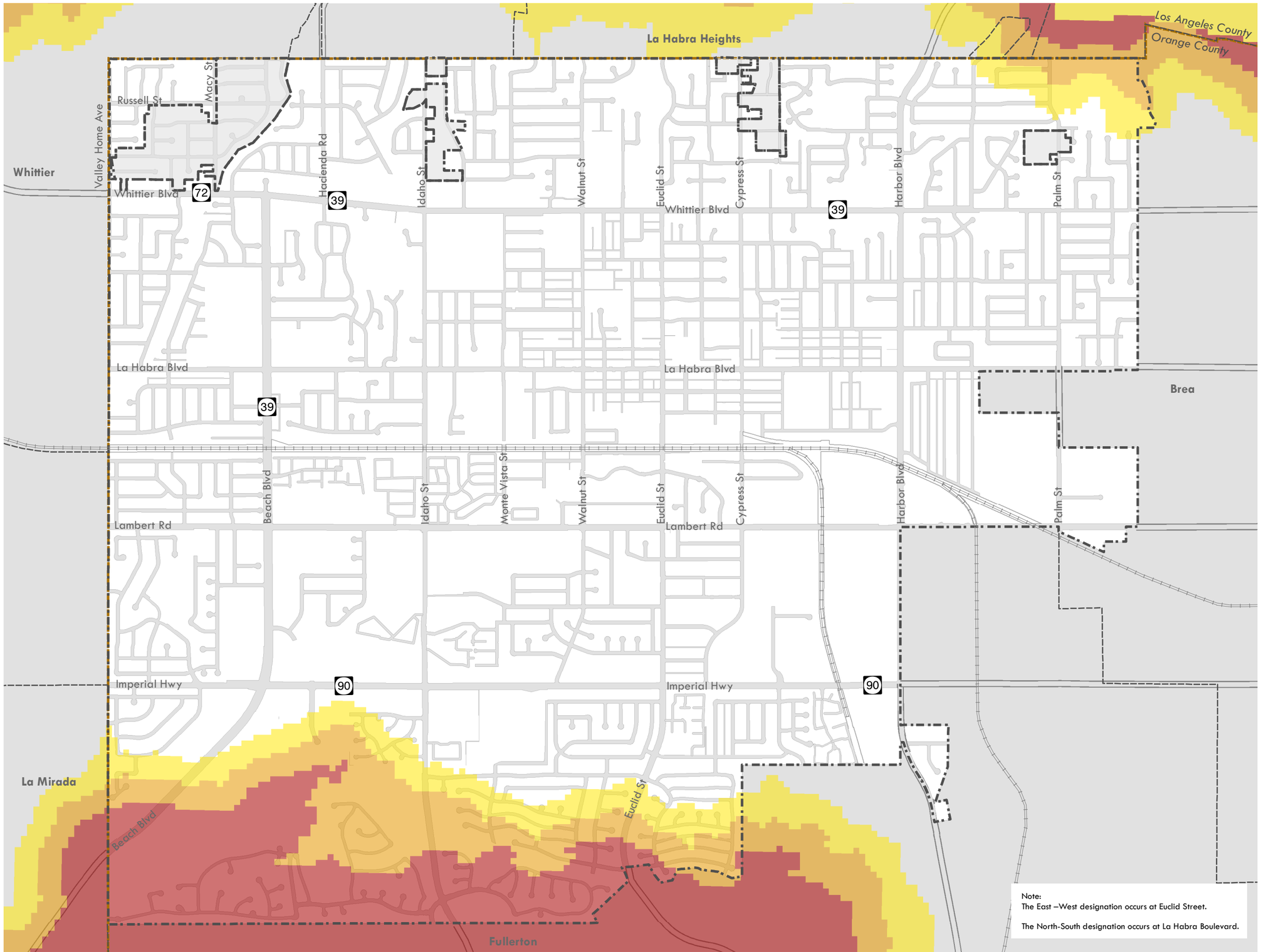
[36] Fuels do not ignite readily from small firebrands, although a more intense heat source such as lightning, may start fires in duff or punky wood. Fires in open cured grasslands may burn freely a few hours after rain, but woods fires spread slowly by creeping or smoldering, and burn in irregular fingers. There is little danger of spotting.

[37] Fires can start from most accidental causes, but with the exception of lightning fires in some areas, the number of starts is generally low. Fires in open cured grasslands will burn briskly and spread rapidly on windy days. Timber fires spread slowly to moderately fast. The average fire is of moderate intensity, although heavy concentrations of fuel, especially draped fuel, may burn hot. Short-distance spotting may occur, but is not persistent. Fires are not likely to become serious and control is relatively easy.

[38] U.S. Forest Service, National Fire Danger Rating System, Observed Fire Danger Class (April 6, 2011), http://www.fs.fed.us/land/wfas/fd_class.png (accessed January 5, 2011).

[39] Risk Management Professionals, *City of La Habra Hazard Mitigation Plan* (October 2007).

[40] Risk Management Professionals, *City of La Habra Hazard Mitigation Plan* (October 2007).



City of La Habra
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FIRE THREAT

Legend

Fire Hazard
- Very High
- High
- Moderate
- County Boundary
- La Habra City Limits
- Railroad

Source: City of La Habra, December 2010, CDF, 2007.
Date Revised: April 16, 2011
Fire_Threat.mxd

Miles
0 0.125 0.25 0.5

Figure 7.1-7

the Department's brush clearance program, and review of fuel modification plans. Technical activities that the Forestry Division is involved with include the use of Geographic Information Systems (GIS) to map wildland fires and provide assessments of limited natural resources. The Forestry Division also oversees development and staffs the Department's Infrared and Fire Mapping Program.[41]

LACOFD READY! SET! GO! PROGRAM

The LACoFD Ready! Set! Go! is a wildland readiness program that educates the public on the realities of wildland fires and encourages personal responsibility among residents to protect themselves, their family, and property. As part of this effort, the LACoFD prepared the Ready! Set! Go! Personal Wildfire Action Plan, which gives tips and tools to successfully prepare for a wildfire.[42] With this plan, residents will learn how to make their homes and landscaping more fire-resistive and how to use a series of checklists to create their own Family Disaster Plan. For more information on urban fire prevention and suppression services in La Habra see Section 4.5 (Fire Services).

Future Conditions

- The neighboring City of La Habra Heights—to the north—is defined as a "Community at Risk" and subject to wildland fires. A fire in La Habra Heights could potentially spread south and have an impact on the primarily residential land uses in northern La Habra.
- CAL FIRE maps show the La Habra's fire threat as "very high" in the south/southwestern portion of the planning area within the hillsides of the Coyote Hills. In addition, areas of "moderate" and "high" fire threat are shown in the northeastern corner of the planning area associated with the Puente Hills, adjacent to the City of La Habra Heights, which has fire threat areas designated as a "very high."

Issues/Implications

In recent years, wildfires have increased in frequency, duration, and size and land management is often blamed for the increase in wildfire frequency. A century of fire suppression has lead to increased forest densities and accumulation of fuel wood that can result in more severe fires when this excess buildup of fuel is ignited. Yet climate also plays an important role—warmer temperatures and longer dry seasons are the primary cause for the increasing trend in forest wildfire risk. Reduced winter precipitation and early spring snowmelt deplete the moisture in soils and vegetation, leading to longer growing seasons and drought. These increasingly dry conditions provide more favorable conditions for ignition. In addition, higher temperatures increase evaporative water loss from vegetation, increasing the risk of rapidly spreading and large fires.[43] Refer to Section 6.3 (Air Quality/Greenhouse Gas Emissions) for more information on the effects of climate change.

[41] Los Angeles County Fire Department, LACoFD in Action: Forestry, http://fire.lacounty.gov/Forestry/Forestry.asp (accessed November 29, 2010).
[42] Los Angeles County Fire Department, Safety Preparedness: Ready! Set! Go! http://www.fire.lacounty.gov/SafetyPreparedness/ReadySetGo/home.asp (accessed January 17, 2011).
[43] California Climate Change Center, *The Future Is Now: An Update on Climate Change Science Impacts and Response Options for California*, CEC-500-2008-071 (May 2009).

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Los Angeles County Fire Department. LACoFD in Action: Forestry. http://fire.lacounty.gov/Forestry/Forestry.asp (accessed November 29, 2010).

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Risk Management Professionals. *City of La Habra Emergency Response Plan*, August 2005.

———. *City of La Habra Hazard Mitigation Plan*, October 2007.

U.S. Forest Service. National Fire Danger Rating System. Observed Fire Danger Class, April 6, 2011. http://www.fs.fed.us/land/wfas/fd_class.png (accessed January 5, 2011).

FLOODING/DAM INUNDATION

Introduction and Background

This section describes the local surface water bodies, historical flooding, flooding hazards, and the dam inundation potential in the La Habra planning area. Flood control facilities (e.g., flood channels) are also discussed. Refer to Section 3.3 (Stormwater/Drainage) for additional information on general drainage areas and patterns, facilities, and stormwater conveyance in the City of La Habra planning area. Information for this section was obtained from the City of La Habra General Plan 2020, City of La Habra website, City of La Habra Municipal Code, City of La Habra Emergency Response Plan (ERP), City of La Habra Hazard Mitigation Plan (HMP), Federal Emergency Management Agency (FEMA), and The Weather Channel.

Regulatory Framework

FEDERAL

FEDERAL EMERGENCY MANAGEMENT AGENCY

The regulations of the National Flood Insurance Program (NFIP), which is administered by the Federal Emergency Management Agency (FEMA), require that communities adopt land use restrictions for the 100-year flood plain in order to qualify for federally subsidized flood insurance. The type of restrictions communities must adopt are listed in some detail in the regulations and include a requirement that residential structures be elevated above the level of the 100-year flood and that other types of structures be flood-proofed. Participation in the NFIP is virtually mandatory, since flood insurance within identified "special flood hazard" areas is a prerequisite for receiving mortgages or construction loans from federally regulated lending institutions. Further, disaster assistance is not available to public agencies in hazard areas if they do not participate in the program. Thus, the City of La Habra is a participating community in the NFIP in order to qualify for disaster assistance in the event of a declared natural disaster.[44]

[44] Federal Emergency Management Agency, Community Status Book Report: California Communities Participating in the National Flood Program, http://www.fema.gov/cis/CA.html (accessed January 6, 2011).

STATE

CALIFORNIA CODE OF REGULATIONS

Title 23 of the California Code of Regulations establishes regulations related to the State Plan of Flood Control and State adopted floodways. Some of these regulations are statewide in nature and thus are applicable to the City of La Habra. In October 2007, the State of California enacted several relevant bills, as summarized below:

Assembly Bill 162

Requires local governments to consider flood risks in their general plans (after January 1, 2009), including:

- Annually review areas covered by the general plan that are subject to flooding as identified by the FEMA or the California Department of Water Resources (DWR).
- The Safety Element of the general plan must include flood hazards and set goals, policies and objectives for the protection of the community.
- Allows flood risk to be considered in evaluating the available land suitable for urban development if the flood protection infrastructure required for development would be impractical due to cost or other considerations.
- There is no reimbursement from the State to the local communities for implementing the requirements of this bill.

CALIFORNIA BUILDING CODE

The 2010 California Building Code (CBC) contains requirements for constructing structures in flood hazard zones. These requirements are consistent with FEMA requirements for nonresidential development in a 100-year flood plain. Section 3106 of the CBC outlines the requirements of new or replacement mechanical and electrical systems proposed within flood hazard zones. This Section only allows the placement of mechanical and electrical systems below the base flood elevation if properly protected to prevent water from entering or accumulating within the system components. Section 1612 of the CBC outlines the building requirements of structures within the FEMA designated A Zones. Such requirements are that all floors below the base flood elevation must be constructed and engineered to be flood-resistant, or the floor must only be used for storage, parking, access, or foyers.

LOCAL

CITY OF LA HABRA MUNICIPAL CODE, TITLE 15 (BUILDINGS AND CONSTRUCTION), CHAPTER 15.64 (FLOOD HAZARD AREAS)

As a participant in the NFIP, the City of La Habra is required to adopt and enforce a floodplain management ordinance that minimizes future flood risks to new or existing construction. Title 15 (Buildings and Construction), Chapter 15.64 (Flood Hazard Areas) of the La Habra Municipal Code requires methods for reducing flood losses and places restrictions on development within special flood

hazard areas.[45] Chapter 15.64, Section 15.64.040 (Methods of Reducing Flood Losses) includes provisions to:

- Restrict or prohibit uses which are dangerous to health, safety and property due to water or erosion hazards, or which result in damaging increases in erosion or flood heights or velocities
- Require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction
- Control the alteration of natural floodplains, stream channels and natural protective barriers, which help accommodate or channel flood waters
- Control filling, grading, dredging and other development which may increase flood damage
- Prevent or regulate the construction of flood barriers which will unnaturally divert flood waters or which may increase flood hazards in other areas

CITY OF LA HABRA HAZARD MITIGATION PLAN

The City of La Habra and other local districts are required to adopt a state approved Multi-Hazard Mitigation Plan per the Disaster Mitigation Act of 2000 (DMA 2000, Public 106-390-Oct.30, 2000). The La Habra Hazard Mitigation Plan (HMP) (October 2007) provides a strategic planning tool for the reduction of or prevention of injury and damage from hazards identified within the City. The City's Hazard Mitigation Goals and Objectives identify a range of specific strategic potential actions to achieve the respective Goals and/or Objectives. The primary goal related to flooding as identified in the La Habra HMP is to reduce the vulnerability to flood by maintaining flood control projects.

CITY OF LA HABRA HAZARD EMERGENCY RESPONSE PLAN

The City's Emergency Response Plan (ERP) (August 2005) determines the actions to be taken by the City to prevent disasters where possible, reduce the vulnerability of residents to any disasters that cannot be prevented, establish capabilities for protecting citizens from the effects of disasters, respond effectively to the actual occurrence of disasters, and provide for recovery in the aftermath of any emergency involving extensive damage or other debilitating influence on the normal pattern of life within the community. The response procedures and organization strategies provided in the ERP are a step-by-step guide to response and operations during the aforementioned events. The City of La Habra planning area is exposed to flooding, which has the potential to disrupt the community and cause localized damage.

Existing Conditions

LOCAL SURFACE WATER BODIES AND FLOOD CONTROL CHANNELS

The City of La Habra planning area is situated within the South Coastal Hydrologic Study Area as defined by the State Department of Water Resources (DWR). The general pattern of drainage flow in the City is

[45] "Special flood hazard area (SFHA)" means an area in the floodplain subject to a 1 percent or greater chance of flooding in any given year. It is shown on a Flood Hazard Boundary Map (FHBM) or Flood Insurance rate Map (FIRM) as Zone A, AO, A1-A30, AE, A99, AH.

from the north and the south towards the center of the La Habra until reaching the channels and/or creeks which transport the water flows in the west and southwest direction.[46]

Surface runoff and the effects of erosion, sedimentation, and soil seeps in hillside areas of the City will continue to be local problems in years of heavy rainfall. This condition occurs most often in the northern portion of the City due to stormwater runoff accepted from La Habra Heights. Historically, the Orange County Flood Control District's (OCFCD) flood control improvements and maintenance of natural drainage and flood control channels have adequately handled most peak flows. The City has also implemented projects to help mitigate flood-prone areas of La Habra with the exception of sections of natural drainage channels along the Woodlake and La Mirada Creek areas, which remain vulnerable to flooding events because these areas are privately-owned and not controlled by the City or County.[47]

SURFACE WATER BODIES

The two major drainage channels that collect surface water and convey it through the City of La Habra are La Mirada Creek and Coyote Creek. La Mirada Creek is an earthen channel that intersects La Habra and flows southwest from the northern La Habra City limits, just west of Hacienda Road to the City limits of La Habra and Whittier, just south of La Habra Boulevard and north of Stanton Avenue. Coyote Creek has three forks—north, central, and southern—within the City and generally flows west and south through La Habra to the Los Angeles County line. Each fork of Coyote Creek combines sections of concrete lined channels, earthen channels, and underground pipelines. Coyote Creek's southern fork is typically referred to as the Imperial Channel and enters the City east of Harbor Boulevard south of Imperial Highway and flows west parallel to Imperial Highway until just past Walnut Street where it transitions into an underground pipeline and flows to the northwest, crossing under Imperial Highway and Idaho Street to its confluence with Coyote Creek's north and central forks. Coyote Creek's central fork enters as a concrete lined channel from the City of Brea in the northeastern corner of the City. From there, it flows south transitioning into an underground pipeline paralleling Palm Street, then swings west generally as a concrete line channel following Lambert Road until just west of Monte Vista Street at Lambert Road where it becomes an earthen channel flowing southwest, crossing Idaho Street. Coyote Creek's north fork enters the City at Idaho Street from the City of La Habra Heights as an earthen channel and generally flows south paralleling Idaho Street to the west. It then transitions into a concrete channel, then an underground pipeline, back to an earthen channel, and continues to transition between the three types of channels crossing under La Habra Boulevard and the Union Pacific Railroad until it converges north-easterly of Beach Boulevard and Imperial Highway with Coyote Creek's central and southern forks. Coyote Creek then flows as a pipeline under Beach Boulevard and continues as a concrete lined channel southwesterly adjacent to Beach Boulevard, exiting into the City of La Mirada.

FLOOD CONTROL CHANNELS

The Orange County Flood Control District (OCFCD) is responsible for the design, construction, operation, and maintenance of regional flood control facilities. The County flood channels are maintained annually, and maintenance includes debris and vegetation removal. The existing storm drainage channels were originally designed to accommodate 25-year flood events or less. However, when the channels were constructed, they were built to accommodate 65 percent of the 25-year flood event. The channels were

[46] City of La Habra, *General Plan 2020 Environmental Management Plan, Health and Safety Background Report* (July 31, 1990).
[47] Risk Management Professionals, *City of La Habra Hazard Mitigation Plan* (October 2007).

built with restrictive channel bottoms, which reduce the amount of water the channel could carry, but which slow the flow rate of runoff water while still enabling the system to remove runoff water. The County now uses 100-year flood event standards for new storm drain construction and drainage improvements, and portions of the channels have been improved to accommodate up to a 100-year storm event.

Imperial Channel is the major flood control channel facility in La Habra. As previously described, it enters the City east of Harbor Boulevard south of Imperial Highway and flows parallel to Imperial Highway to the west until just past Walnut Street. Imperial Channel then flows to the northwest, crossing under Imperial Highway and Idaho Street to its confluence with Coyote Creek. Figure 7.1-8 (Flood Hazards and Flood Control Channels) illustrates the locations of the flood control channels within La Habra.

The City of La Habra General Plan 2020 Environmental Management Plan, Health and Safety Background Report cites the concern of the City in future development of the flood control channels, including the following:

- The requirement that slopes be planted or retained to protect adjacent properties from flood damage.
- That flood control channels and facilities maintain adequate carrying capacity to sufficiently dispose of projected storm run-off from existing as well as new development.
- The prevention of public heath nuisances such as mosquito breeding habitats or rodent breeding places in flood control facilities.
- The protection of ecosystems within the established channels where necessary and desirable.
- The development of a recreational trail along the open portions of the channel where possible.

For more information on the general drainage patterns within the City of La Habra reference Section 3.3 (Stormwater/Drainage).

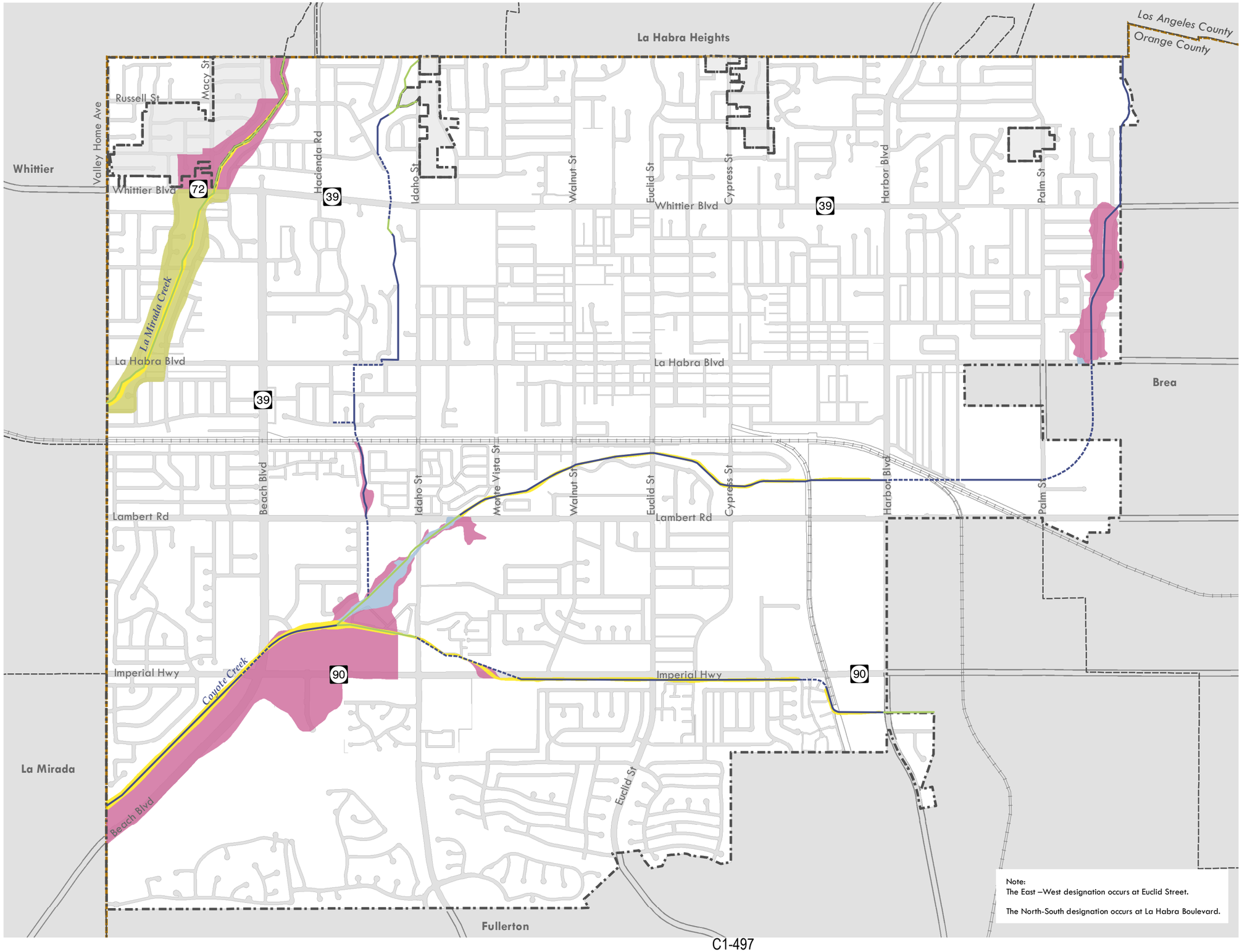
HISTORICAL FLOODING

The history of flooding in La Habra can be traced back to the 1860s when Abel Stearns purchased Rancho de La Habra. Soon thereafter, heavy flooding, followed by a severe drought brought bankruptcy to many cattle ranchers.[48] Within the last 20 years, Los Angeles and Orange counties have experienced flood hazards with resulting injuries and fatalities to its residents. Table 7.1-3 (Historical Flooding in Los Angeles and Orange Counties) provides data of historical flooding events within these counties, which includes the La Habra region. Information was not found for the City of La Habra specifically.

FLOODING POTENTIAL

The City of La Habra Hazard Mitigation Plan identified flood risk as a "moderately low" hazard with the potential to occur less than once every 50 years. Moderate building damage in a localized area and minor loss of water, gas, electricity, sanitation, and roads are the anticipated consequences with minor secondary impacts including road closures.[49] A second source of information—the La Habra ERP—cites

[48] City of La Habra, A Brief History of La Habra, http://www.ci.la-habra.ca.us/article.cfm?id=78 (accessed January 6, 2011).
[49] Risk Management Professionals, *City of La Habra Hazard Mitigation Plan* (October 2007).



City of La Habra
GENERAL PLAN

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FLOOD HAZARDS AND FLOOD CONTROL CHANNELS

Legend

- Concrete Lined Channel
- Non-Concrete Lined Channel/Natural
- Underground Pipeline
- Railroad
- La Habra City Limits
- County Boundary

FEMA Flood Zones

- Zone A - Flood insurance rate zone that corresponds to the 1-percent annual chance floodplain
- Zone AE - Flood insurance rate zone that corresponds to the 1-percent annual chance floodplain that are determined by detailed methods of analysis.
- Zone AO - Flood insurance rate zone that corresponds to the areas of 1-percent annual chance shallow flooding where average depths are between 1 and 3 feet.
- Zone 0.2-percent annual chance flood event (500 year flood)

Source: CCity of La Habra General Plan 2020. July 31, 1990. Environmental Management Plan, Health and Safety Background Report, Figure 8, FEMA, December 2009.
Date Revised: September 21, 2011
Flood Hazards Flood Control.mxd

Miles
0 0.125 0.25 0.5

Figure 7.1-8

the potential for flooding as the second most serious threat facing the City of La Habra, behind earthquake hazards. The ERP states the City is susceptible to severe storms that can cause significant flood damage, as well as trigger mudslides.

Table 7.1-3 Historical Flooding in Los Angeles and Orange Counties

Event Date	*County*	*Injuries*	*Fatalities*	*Property Damage*
02/10/1992	Los Angeles	4.00	—	1,000,000
02/18/1993	Los Angeles	1.00	0.29	7,142,857
01/04/1995	Los Angeles	—	1.00	5,000,000
01/10/1995	Los Angeles	—	—	50,000,000
02/18/1993	Orange	1.00	0.29	7,142,857
01/10/1995	Orange	—	—	50,000,000
12/06/1997	Orange	—	—	17,700,000
02/06/1998	Orange	—	—	5,180,000
02/23/1998	Orange	2.00	2.00	29,700,000
01/11/2001	Orange	—	—	1,000,000
Total		***8.00***	***3.58***	***173,865,714***

SOURCE: Risk Management Professionals. August 2005. City of La Habra Emergency Response Plan.

Figure 7.1-8 illustrates the areas within the La Habra planning area that would be subject to flooding during a 100-year flood event (or a one percent annual change of flooding)[50] (Zone A, Zone AE, and Zone AO) and 500-year flood event (or 0.2 percent annual chance of a flood event). The 100-year flood hazard levels defined as Zone A and AE are confined to areas along and immediately adjacent to the concrete lined channels of La Mirada and Coyote creeks and an area in northeast La Habra, east of Palm Street and North of La Habra Boulevard. In addition, a broader area of "shallow flooding" conditions, or where flooding is expected to be at average depths between one and three feet (Zone AO), is present in the northwest area of La Habra adjacent to the La Mirada Creek channel; north of La Habra Boulevard, west of Beach Boulevard, and south of Whittier Boulevard. Lastly, the 500-year flood event areas mapped by FEMA are generally adjacent to the areas described above and capture the largest extent or area outside of the flood control channels. Existing residential areas of La Habra along the northeastern and northwestern City limits are most affected by the 500-year floodplain, with the exception of the areas affected along Beach Boulevard and the Imperial Highway, which include commercial and retail uses.

There are no identified regulatory floodways within the planning area.[51] Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations. For

[50] A 100-year flood event has a 1.0 percent chance of occurring in any given year.

[51] "Regulatory floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than 1 foot. (*City of La Habra Municipal Code*, http://qcode.us/codes/lahabra/ [accessed January 7, 2011])

streams and other watercourses where FEMA has provided BFEs, but no floodway has been designated, the community must review floodplain development on a case-by-case basis to ensure that increases in water surface elevations do not occur, or identify the need to adopt a floodway if adequate information is available.

RAINFALL

The City of La Habra generally experiences very little precipitation between May and September. An average of 14.8 inches of rain is measured annually. Rainfall is fairly evenly distributed between October and April with the wettest month being February.[52]

FLOOD PROTECTION

Future development must be evaluated for impacts to the City's flood control system and existing drainage facilities. La Habra will continue to require that all new construction and substantial improvements in identified special flood hazard areas be elevated or flood-proofed to the level of the 100-year flood in compliance with the minimum standards of FEMA's National Flood Insurance Act.[53]

DAM INUNDATION

Dams and reservoirs have been built throughout California for water supply, flood control, hydroelectric power, and recreational facilities. The storage capacities of these reservoirs range from a few thousand acre-feet to five million acre-feet. Dam failure, although comparatively rare, is the uncontrolled release of impounded water from behind a dam that causes downstream flooding and can affect life and property. Prolonged periods of rainfall, earthquakes, blockages, landslides, improper maintenance and/or operation, poor construction, vandalism, and terrorism can all cause a dam to fail. For planning purposes, the California Emergency Management Agency (Cal EMA), with information from the United States Bureau of Reclamation (USBR) and the California Department of Water Resources (DWR), has the responsibility to provide local governments with critical hazard response information, including flooding from dam inundation.

There are no dams located within the La Habra planning area. The nearest reservoirs include the Brea Reservoir and Fullerton Reservoir operated by the U.S. Army Corps of Engineers and located in the City of Fullerton to the south and east of the City, and the Orange County Reservoir and 30MG Central Reservoir located to the east of La Habra. Given the topography of the region, it is safe to assume that the primary flow of these reservoirs is in a southern direction, below elevation and away from the La Habra planning area. No impacts from dam failure are expected.

Issues/Implications

- The La Habra planning area has areas around and adjacent to the La Mirada and Coyote creeks that are subject to flooding during 100-year and 500-year flood events.

[52] The Weather Channel, http://www.weather.com/outlook/travel/businesstraveler/wxclimatology/monthly/graph/90631 (accessed January 6, 2011).
[53] City of La Habra, *General Plan 2020 Environmental Management Plan, Health and Safety Background Report* (July 31, 1990).

- The City of La Habra Hazard Mitigation Plan identified flood risk as a "moderately low" hazard with the potential to occur less than once every 50 years. A second source of information—the La Habra ERP—cites the potential for flooding as the second most serious threat facing the City of La Habra, behind earthquake hazards. The ERP states the City is susceptible to severe storms that can cause significant flood damage, as well as trigger mudslides.
- The City has implemented projects to mitigate flood-prone areas with the exception of sections of natural drainage channels along the Woodlake and La Mirada Creek areas, which remain vulnerable to flooding events because these areas are privately-owned and not controlled by the City or County.

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7.2 EMERGENCY PREPAREDNESS

Introduction and Background

This section summarizes emergency preparedness of the La Habra Police Department (LHPD) and the Los Angeles County Fire Department (LACoFD) and how these departments work together and with other jurisdictions and the State under mutual aid agreements to educate and protect the public in the event of a natural disaster or terrorist attack. Information for this section was primarily obtained from the City of La Habra Emergency Response Plan. Other sources of information include the City of La Habra 2020 General Plan, ReadyOC website, Los Angeles County Fire Department (LACoFD), and the U.S. Department of Homeland Security. In addition, see Section 4.4 (Police Service) and Section 4.5 (Fire Services) for information on the existing police and fire protection services in the City of La Habra including staffing, equipment, response times, and standards of service.

Regulatory Framework

FEDERAL

FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)

In March 2003, the Federal Emergency Management Agency (FEMA) became part of the U.S. Department of Homeland Security. FEMA's continuing mission within the new Department is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any major national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

DISASTER MITIGATION ACT OF 2000

In 2000, the Disaster Mitigation Act amended the Robert T. Stafford Disaster Relief Act of 1988. Among other things, this new legislation reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide by controlling and streamlining the administration of federal disaster relief and developing programs that promote hazard mitigation activities. Among the Act's major provisions:

- Funding for pre-disaster mitigation activities
- Developing experimental multi-hazard maps to better understand risk
- Establishing state and local government infrastructure mitigation planning requirements
- Defining how states can assume more responsibility in managing the Hazard Mitigation Grant Program (HMGP)
- Adjusting ways in which management costs for projects are funded

The mitigation planning provisions outlined in Section 322 of the Act establish performance-based standards for mitigation plans. The Act further requires states to provide for a public assistance program (Advance Infrastructure Mitigation [AIM]) to develop County government plans. Counties that fail to develop an infrastructure mitigation plan risk significant reduction in federal government assistance for

repair/replacement of damaged facilities if that facility has been damaged on more than one occasion during the preceding 10-year period by a similar event.

U.S. DEPARTMENT OF HOMELAND SECURITY (DHS)

The federal government continuously monitors and analyzes threat information and shares that information—together with appropriate protective measures—with state, local, and private-sector authorities; government agencies; first responders; airports and other transportation hubs; and the public as part of the ongoing national effort to prevent terrorist attacks and protect the country. The U.S. Department of Homeland Security's (DHS) founding purpose and highest priority is to protect the American people from terrorist threats.

National Terrorism Advisory System (NTAS)

The National Terrorism Advisory System, or NTAS, has replaced the color-coded Homeland Security Advisory System (HSAS) in the U.S. with counterterrorism efforts. The NTAS includes information specific to the particular threat, and does not use a color-coded scale. An NTAS Alert is issued by the Secretary of Homeland Security when there is credible information about a threat. An NTAS Alert may include specific information, if available, about the nature of the threat, including the geographic region, mode of transportation, or critical infrastructure potentially affected by the threat, as well as steps that individuals and communities can take to protect themselves and help prevent, mitigate, or respond to the threat. The NTAS Alert clearly indicates whether the threat is *elevated* (i.e., warns of a credible terrorist threat against the United States with no specific information about the timing or location) or *imminent* (i.e., warns of a credible terrorist threat against the United States that is believed to be impending or very soon). Upon issuance of an alert, the Secretary of Homeland Security releases information to news media outlets for distribution. Alerts are posted at DHS.gov/alerts and are also distributed across social media channels (e.g., DHS blog, Twitter, and Facebook). The new NTAS Alerts will more effectively communicate information about terrorist threats.[1]

The National Incident Management System (NIMS)

The National Incident Management System (NIMS) provides a systematic, proactive approach to emergency planning guidance for all levels of government, nongovernmental organizations, and the private sector so that these agencies can work seamlessly together to prevent, protect against, respond to, recover from, and mitigate the effects of incidents, regardless of cause, size, location, or complexity. NIMS represents a core set of doctrines, concepts, principles, terminology, and organizational processes that enables effective, efficient, and collaborative incident management in order to reduce the loss of life and property and harm to the environment.[2]

National Response Framework (NRF)

This National Response Framework (NRF) is a guide to how the Nation conducts all hazards response. It is built upon scalable, flexible, and adaptable coordinating structures to align key roles and responsibilities across the Nation, linking all levels of government, nongovernmental organizations, and

[1] U.S. Department of Homeland Security. http://www.dhs.gov/files/publications/ntas-public-guide.shtm (accessed June 29, 2011).

[2] U.S. Department of Homeland Security. *National Incident Management System (NIMS)* (December 2008).

the private sector. It is intended to capture specific authorities and best practices for managing incidents that range from the serious but purely local, to large-scale terrorist attacks or catastrophic natural disasters.[3] The NRF works hand in hand with NIMS, where NIMS provides the template for the management of incidents and the NRF provides the structure and mechanisms for national level policy for incident management.

STATE

CALIFORNIA EMERGENCY SERVICES ACT (GOVERNMENT CODE CHAPTER 7 OF DIVISION 1 OF TITLE 2)

The California Emergency Services Act (ESA) provides the basic legal authorities for emergency management in the state.

CALIFORNIA EMERGENCY MANAGEMENT AGENCY (CAL EMA)

The legislature revised the California Emergency Services Act to merge the Office of Emergency Services (OES) and the California Office of Homeland Security into the newly formed California Emergency Management Agency (Cal EMA). The new agency consolidates emergency management and anti-terrorism programs to more effectively and efficiently serve the people and political subdivisions of California. This integrated approach to emergency management and terrorism preparedness is designed to further strengthen the state's ability to address disasters, emergencies, and terrorist events in an all-hazards approach.

STANDARDIZED EMERGENCY MANAGEMENT SYSTEM (SEMS)

The Standardized Emergency Management System (SEMS) is the system required by Government Code Section 8607(a) for managing emergencies involving multiple jurisdictions and agencies. SEMS consists of five organizational levels, which are activated as necessary: (1) field response, (2) local government, (3) operational area, (4) regional, and (5) state. SEMS incorporates the functions and principles of the Incident Command System (ICS), the Master Mutual Aid Agreement (MMAA), existing mutual aid systems, the operational area concept, and multi-agency or inter-agency coordination. Local governments must use SEMS to be eligible for funding of their response-related personnel costs under state disaster assistance programs.[4]

The SEMS has been established to provide effective management of multi-agency and multijurisdictional emergencies in California. By standardizing key elements of the emergency management system, SEMS is intended to facilitate the flow of information within and between levels of the system, and facilitate coordination among all responding agencies. Use of SEMS improves the mobilization, deployment, utilization, tracking, and demobilization of needed mutual aid resources; and reduces the incidence of poor coordination and communications, and resource ordering duplication on multi-agency and multijurisdictional responses. SEMS is designed to be flexible and adaptable to the varied disasters that occur in California and to the needs of all emergency responders.

[3] U.S. Department of Homeland Security. *National Response Framework (NRF)* (January 2008).
[4] Office of Emergency Services (OES). *Standardized Emergency Management System (SEMS) Guidelines* (September 2006).

At the local government organizational level, municipalities manage and coordinate the overall emergency response and recovery activities within their jurisdiction. Local governments are required to use SEMS when their emergency operations center is activated or a local emergency is declared or proclaimed in order to be eligible for state funding of response-related personnel costs. In SEMS, the local government emergency management organization and its relationship to the field response level may vary depending upon factors related to geographical size, population, function, and complexity.

STATE OF CALIFORNIA EMERGENCY PLAN

The 2009 State of California Emergency Plan recognizes California's rich and complex history in emergency management and addresses the state's response to extraordinary emergency situations associated with natural disasters or human-caused emergencies. In accordance with the California Emergency Services Act (ESA), the Emergency Plan describes the methods for carrying out emergency operations, the process for rendering mutual aid, the emergency services of governmental agencies, how resources are mobilized, how the public will be informed, and the process to ensure continuity of government during an emergency or disaster. The concepts presented emphasize mitigation programs to reduce the vulnerabilities to disaster and preparedness activities to ensure the capabilities and resources are available for an effective response.

CALIFORNIA DISASTER ASSISTANCE ACT (CDAA) (GOVERNMENT CODE CHAPTER 7.5 OF DIVISION 1 OF TITLE 2)

The California Disaster Assistance Act (CDAA) is the state disaster assistance program for local government and special district agencies. State agencies and private nonprofit organizations are not eligible. The CDAA program may provide reimbursement for disaster-related costs including emergency response, emergency protective measures, and restoration of public infrastructure. The CDAA ordinarily pays 75 percent of the eligible activities.

CALIFORNIA DISASTER AND CIVIL DEFENSE MASTER MUTUAL AID AGREEMENT (MMAA)

The California Disaster and Civil Defense Master Mutual Aid Agreement (MMAA) was initially signed in California in 1950 and was an agreement among cities, counties, and the State to join together in a comprehensive program to provide voluntary services, personnel, and facilities when local resources were inadequate to handle an emergency. The MMAA now contains discipline-specific Mutual Aid Systems that function on a statewide basis.

Under the terms of the MMAA, emergency response is provided at no cost to a requesting jurisdiction. Under specific conditions, federal and state monies may be appropriated to reimburse public agencies who aid other jurisdictions. If other agreements, memoranda, and contracts are used to provide assistance for consideration, the terms of those documents may affect disaster assistance eligibility.

According to state policy, contracts for emergency response needs and disaster repair and restoration should be entered into by the lowest level of government possible. Therefore, a city should enter into a contract before a county, and counties should enter into contracts before the State or state agencies. Local entities bear the cost and may be reimbursed if funds are made available. Mutual aid coordination by Cal EMA can range from a facilitator's role of communicating requests from various jurisdictions (acting as a broker), to requesting mutual aid in response to a Governor's Order for signatories of the

MMAA to provide mutual aid to impacted jurisdictions. The State of California is divided into six Cal EMA mutual aid regions. Orange County is within the Southern Regional Branch Mutual Aid Region I.[5]

REGIONAL

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for six Southern California counties—Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial. SCAG's Regional Comprehensive Plan (2008) Security and Emergency Preparedness chapter focuses on safety and security through coordinating numerous plans, programs, organizations, and infrastructure in the SCAG region to provide safety and security for many potential hazard situations. The security and emergency preparedness policies included target themes (1) minimizing the impacts related to emergencies through influencing land use decisions, (2) weighing wildfire risk with approval of development in certain high wildfire risk areas, (3) making investments that minimize risks to drinking water to increase the ability of an adequate and safe water supply, and (4) minimizing the reliance on petroleum sources of energy to mitigate from acute oil shortages due to terrorist or natural disasters.

LOCAL

CITY OF LA HABRA MUNICIPAL CODE, TITLE 2 (ADMINISTRATION AND ORGANIZATION), CHAPTER 2.52 (EMERGENCY SERVICES)

Title 2 (Administration and Organization), Chapter 2.52 (Emergency Services) of the La Habra Municipal Code addresses emergency preparedness powers and duties. The declared purposes of this chapter are to provide for the preparation and carrying out of plans for protection of persons and property within the City of La Habra in the event of an emergency; the direction of the emergency organization; and the coordination of the emergency functions of the City with all other public agencies, corporations, organizations and affected private persons. This chapter creates a disaster council and establishes its powers and duties. It is the duty of the disaster council to develop and recommend for adoption by the City Council emergency and mutual aid plans and agreements, as well as ordinances, resolutions, rules and regulations as necessary to implement such plans and agreements.

CITY OF LA HABRA EMERGENCY RESPONSE PLAN (ERP)

The City's Emergency Response Plan (ERP) (August 2005) determines the actions to be taken by the City to prevent disasters where possible, reduce the vulnerability of residents to any disasters that cannot be prevented, establish capabilities for protecting citizens from the effects of disasters, respond effectively to the actual occurrence of disasters, and provide for recovery in the aftermath of any emergency involving extensive damage or other debilitating influence on the normal pattern of life within the community. The response procedures and organization strategies provided in the ERP are a step-by-step guide to response and operations during the aforementioned events.

[5] Risk Management Professionals, *City of La Habra Emergency Response Plan* (August 2005).

CITY OF LA HABRA HAZARD MITIGATION PLAN (HMP)

The City of La Habra and other local districts are required to adopt a state approved Multi-Hazard Mitigation Plan per the Disaster Mitigation Act of 2000 (DMA 2000, Public 106-390-Oct.30, 2000). Having an approved plan is necessary for the City to be eligible for certain disaster assistance and mitigation funding.

The La Habra Hazard Mitigation Plan (HMP) (October 2007) provides a strategic planning tool for the reduction of or prevention of injury and damage from hazards identified within the City. The City's Hazard Mitigation Goals and Objectives identify a range of specific strategic potential actions to achieve the respective Goals and/or Objectives. Mitigation decreases the demand for emergency response resources, reduces the principal causes of injuries and deaths, enables a quicker lifesaving response and economic recovery because the community infrastructure remains intact, and it reduces the societal impacts of the emergency because it results in less disruption to the social environment.

Existing Conditions

The City of La Habra contracts with LACoFD to provide emergency response to the City. LACoFD uses and maintains specific response procedures for emergency situations such as collapsed structures, earthquakes, hazardous materials, multi-casualties, terrorism, and wildland fires.[6] These procedures are available to emergency response personnel and are maintained and updated by the LACoFD. Specifically, the City Fire Services Branch Director, staffed by the LACoFD, is responsible for monitoring and coordination of all tactical medical and rescue operations. The Orange County Health Care Agency (HCA) is responsible for providing response to mass casualties and issuing advisories (e.g., recommendations to the public concerning food and water supplies) to the public should conditions exist that have a potential for affecting the public health in Orange County.[7]

EMERGENCY RESPONSE AND MANAGEMENT

City of La Habra ERP outlines the main emergency response objectives of the City to eliminate or control the immediate, acute threat to public health and the environment. The emergency response initiated by the City varies according to the characteristics and requirements of the situation; but with that said, the City endorses the policy of over-responding and emergency responders are authorized to use whatever means necessary to mitigate the situation and prevent loss of life and damage to critical facilities.[8]

The ERP discusses that the policies and procedures followed by the City of La Habra during emergency response may be divided into four phases, as follows:

- **Phase 1: Notification**—Includes the general procedures for the reporting of an emergency situation as well as the City's Emergency Call Out List
- **Phase 2: Situation Assessment**—Describes the methods used by the City to gather pertinent information that would allow the City's Emergency Organization to make appropriate decisions and manage resources to alleviate the situation

[6] Los Angeles County Fire Department, Safety Preparedness, http://www.fire.lacounty.gov/SafetyPreparedness/SafetyPreparedness.asp (accessed January 17, 2011).
[7] Risk Management Professionals, *City of La Habra Emergency Response Plan* (August 2005).
[8] Risk Management Professionals, *City of La Habra Emergency Response Plan* (August 2005).

- **Phase 3: Emergency Operation Center (EOC) Activation**—Outlines criteria and procedures for the activation of the City's EOC
- **Phase 4: Response**—Discusses the various activities performed by the City's Emergency Organization to control an emergency situation, protect the public health, and the environment[9]

RESOURCE MANAGEMENT

Resource management is the coordination and oversight of the application of tools, processes, and systems that provide incident managers with timely and appropriate resources during an incident. Resources include personnel, teams, facilities, equipment, and supplies. Resource management involves primary tasks including establishing systems for describing, inventorying, requesting, and tracking resources; activating these systems prior to and during an incident; dispatching resources prior to and during an incident; and deactivating or recalling resources during or after incidents. The following general policies dictate La Habra's resource management during an emergency:

- City will prioritize the deployment of resources needed to protect the public.
- City will maintain its resources and ensure that it is self-sustainable for at least the first 24 hours of an emergency.
- City's resources will be called upon only after the regular emergency services agencies have exhausted their own channels of support (e.g., mutual aid agreements with similar agencies in other jurisdictions).
- Purchase prices and contract costs, where possible, will be established during development of the Action Plan. Even if eligible for reimbursement, costs will initially be considered the responsibility of the requesting agency.[10]

EMERGENCY EVACUATION ROUTES

The conditions which would force the evacuation of residents from the City partially or as a whole would be very extreme and long-lived such as a deadly, long lasting chemical, biological, or radiological contamination episode. The City of La Habra is well served by a north/south–east/west network of arterial streets and highways that serve as emergency evacuation routes through and from the planning area. According to the La Habra General Plan 2020, the following roadways are identified as evacuation routes: Whittier Boulevard, La Habra Boulevard, Lambert Road, Imperial Highway, Beach Boulevard, Idaho Street, Euclid Street, and Harbor Boulevard.[11]

It is anticipated that a large-scale evacuation would most likely require a complex, multi-jurisdictional coordinated effort between many different disciplines, agencies, and organizations. In response, the City of La Habra is currently participating in a countywide regional planning effort to develop a comprehensive evacuation plan that includes elements for special needs populations.

[9] Risk Management Professionals, *City of La Habra Emergency Response Plan* (August 2005).
[10] Risk Management Professionals, *City of La Habra Emergency Response Plan* (August 2005).
[11] La Habra, City of. *General Plan 2020 Environmental Management Plan, Health and Safety Background Report* (July 31, 1990), Figure 10.

READYOC

ReadyOC is a countywide public service campaign to educate and empower residents and businesses about the importance of preparing for an emergency. ReadyOC is funded by a grant from the U.S. Department of Homeland Security and is managed by the cities of Anaheim and Santa Ana and the Orange County Sheriff's Department. The City of La Habra is a partnering agency. The goal of ReadyOC is to better prepare local residents for a variety of emergency situations that could impact Orange County and to offer opportunities for concerned citizens to get involved in local readiness efforts.[12]

MUTUAL AID AGREEMENTS

Among the provisions within emergency management systems, such as the National Incident Management System (NIMS) and California's Standardized Emergency Management System (SEMS) as described within the Regulatory Framework section above, are compliance standards and protocols for mutual aid. The City of La Habra must be prepared to respond promptly and effectively to emergencies and have provisions for mutual aid if the response effort requires resources beyond those available to the City. Mutual aid is a concept which enhances the response capabilities of all governmental jurisdictions in times of large emergencies or disasters. Economics and other practical necessities dictate that it is impossible for any one particular jurisdiction to provide all the resources necessary to properly handle the occasional large emergency or disaster. For this reason, virtually all public safety and most related agencies have mutual aid agreements with neighboring jurisdictions and larger governmental entities.

During an emergency, LACoFD will render these services as contracted and provide and receive mutual aid on behalf of the City. The City of La Habra also has written automatic and mutual aid agreements with the City of Brea, City of La Habra Heights, City of Fullerton, and the Orange County Fire Authority to provide and receive mutual aid for a variety of disciplines including fire services, law enforcement, hazardous materials, and emergency medical services.[13]

In addition to providing service within the La Habra planning area, LACoFD participates in automatic and mutual aid services with neighboring jurisdictions. The LACoFD is a partner in the Statewide Master Mutual Aid System that includes the Brea Fire Department, Fullerton Fire Department, Los Angeles City Fire Department, CALFIRE, U.S. Forest Service, Orange County Fire Authority, and Cal EMA. This agreement allows local emergency service jurisdictions to call for assistance in the event of major incidents and establishes the communication and response protocols thereof.

Future Conditions

The regulatory setting, emergency planning, and advances in recovery and communication technologies is continually evolving and improving. In addition, our collective understanding of the possible ramifications of future threats is still evolving. Increases in population in and around the City of La Habra could have an impact on emergency preparedness due to more citizens and structures to protect, increased traffic, and so on. In response to these and other issues, mutual aid agreements and

[12] ReadyOC, About ReadyOC, http://www.readyoc.org/about/index.html (accessed January 17, 2011).
[13] Risk Management Professionals, *City of La Habra Emergency Response Plan* (August 2005).

mitigation plans will continue to be developed to accommodate for known, anticipated, and unknown changes.

Issues/Implications

- Future development and population growth in the planning area could impact the provision of local and regional emergency services. Fire and police services may be adversely affected by new growth in the planning area. Increased public awareness and community education on fire and life safety, crime suppression, evacuation routes, and potential terrorist threats could reduce calls for service.
- To retain eligibility for federal and state grant and recovery funds, the La Habra City Council has passed resolutions adopting the National Incident Management System (NIMS) and California's Standardized Emergency Management System (SEMS). Among the provisions within these emergency management systems are compliance standards and protocols for emergency response organization, emergency preparedness, interoperable equipment and communication systems, resource management, mutual aid, personnel training and certifications and periodic exercises. It is essential that that the City's planning provisions reflect an understanding of and adherence to these provisions to assure the City's eligibility for these essential resources and revenues.

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7.3 NOISE

Introduction and Background

This section describes the existing environmental noise conditions within the City of La Habra. Information for this section was compiled from various state and federal sources, field measurements within the City, and modeling of local traffic data.

FUNDAMENTALS OF SOUND AND ENVIRONMENTAL NOISE

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from traffic on a major highway. Table 7.3-1 (Representative Environmental Noise Levels) illustrates representative noise levels for the environment.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- *L_{eq}*, the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time; thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- *L_{dn}*, the Day-Night Average Level, is a 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
- *CNEL*, the Community Noise Equivalent Level, is a 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 PM to 7:00 AM, and an additional 5 dBA weighting during the hours of 7:00 PM to 10:00 PM to account for noise sensitivity in the evening and nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Table 7.3-1 Representative Environmental Noise Levels		
Common Outdoor Activities	*Noise Level (dBA)*	*Common Indoor Activities*
	—110—	Rock Band
Jet Fly-over at 100 feet	—105—	
	—100—	
Gas Lawnmower at 3 feet	—95—	
	—90—	
	—85—	Food Blender at 3 feet
Diesel Truck going 50 mph at 50 feet	—80—	Garbage Disposal at 3 feet
Noisy Urban Area during Daytime	—75—	
Gas Lawnmower at 100 feet	—70—	Vacuum Cleaner at 10 feet
Commercial Area	—65—	Normal Speech at 3 feet
Heavy Traffic at 300 feet	—60—	
	—55—	Large Business Office
Quiet Urban Area during Daytime	—50—	Dishwasher in Next Room
	—45—	
Quiet Urban Area during Nighttime	—40—	Theater, Large Conference Room (background)
Quiet Suburban Area during Nighttime	—35—	
	—30—	Library
Quiet Rural Area during Nighttime	—25—	Bedroom at Night, Concert Hall (background)
	—20—	
	—15—	Broadcast/Recording Studio
	—10—	
	—5—	
Lowest Threshold of Human Hearing	—0—	Lowest Threshold of Human Hearing

SOURCE: Hendricks (1998).

- L_{min}, the minimum instantaneous noise level experienced during a given period of time.
- L_{max}, the maximum instantaneous noise level experienced during a given period of time.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 55 dBA, moderate in the 55 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated natural settings that can provide noise levels as low as 20 dBA, and quiet suburban residential streets that can provide noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). Some people may consider louder environments adverse, but most individuals will tolerate

higher levels associated with more noisy urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). When evaluating changes in 24-hour community noise levels, a 3 dBA increase is barely perceptible to most people. While a 5 dBA increase is readily noticeable, a 10 dBA increase would be perceived as a doubling of loudness.

Noise levels from a particular source decline as distance to the receptor increases. Other factors such as the weather and reflecting or shielding also help intensify or reduce the noise level at any given location. Sound from a small localized source (approximating a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates or drops off at a rate of six dBA for each doubling of the distance. However, highway traffic noise is not a single, stationary point source. The movement of the vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point when viewed over a time interval. This results in cylindrical spreading rather than spherical spreading. Because the change in surface area of a cylinder only increases by two times for each doubling of the radius instead of the four times associated with spheres, the change in sound level is three dBA for each doubling of distance. Noise levels may also be reduced by intervening structures—generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. As noted by the California Department of Transportation (Caltrans), the manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 dBA with closed windows, while the exterior-to-interior reduction of newer homes is generally 30 dBA or more due to the use of double-pane windows.

Regulatory Framework

FEDERAL

There are no federal noise requirements or regulations that bear directly on local actions of Orange County or the City of La Habra; however, there are federal regulations that influence the audible landscape, especially for projects where federal funding is involved. The Federal Highway Administration (FHWA) requires abatement of highway traffic noise for highway projects through rules in the Code of Federal Regulations (23 CFR Part 772), the Federal Transit Administration (FTA), and Federal Railroad Administration (FRA). Each recommends thorough noise and vibration assessments through comprehensive guidelines for any mass transit or high-speed railroad projects that would pass by residential areas. For housing constructed with assistance from the U.S. Department of Housing and Urban Development (HUD), minimum noise insulation standards must be achieved (24 CFR Part 51, Subpart B).

STATE

The California Governor's Office of Planning and Research (OPR) has published recommended guidelines for mobile source noise and land use compatibility.[1] Each jurisdiction is required to consider these guidelines when developing its general plan noise element and determining the acceptable noise levels within its community. Specifically, ranges of noise exposure levels have been developed for different

[1] California Governor's Office of Planning and Research, *General Plan Guidelines 2003*, Appendix C (Guidelines for the Preparation and Content of the Noise Element of the General Plan) (October 2003).

land uses to serve as the primary tool a city uses to assess the compatibility between land uses and outdoor noise. These noise guidelines are shown in Table 7.3-2 (Land Use Compatibility with Community Noise Environments), where a noise level of 60 dBA L_{dn} is used recommended for the exterior living areas of new residential land uses and 45 dBA L_{dn} for the interior of all new residential uses. The La Habra General Plan 2020 Noise Element is consistent with the State guidelines. When a land use is denoted as "normally acceptable" for the given L_{dn} noise environment, the highest noise level in that range should be considered the maximum desirable for conventional construction that does not incorporate any special acoustic treatment. The acceptability of noise environments classified as "conditionally acceptable" or "normally unacceptable" will depend on the anticipated amount of time that will normally be spent outside the structure and the acoustic treatment to be incorporated in the structure's design.

L O C A L

CITY OF LA HABRA MUNICIPAL CODE NOISE ORDINANCE

The City of La Habra has adopted a Noise Ordinance (La Habra Municipal Code Chapter 9.32), which identifies exterior and interior noise standards, specific noise restrictions, exemptions, and variances for sources of noise within the City. The Noise Ordinance applies to all noise sources with the exception of any vehicle that is operated upon any public highway, street or right-of-way, or to the operation of any off-highway vehicle, to the extent that it is regulated in the California Vehicle Code, and all other sources of noise that are specifically exempted.

The exterior noise standards established in the City's Noise Ordinance are identified in Table 7.3-3 (City of La Habra Noise Ordinance Exterior Noise Standards), along with the exterior noise levels that are prohibited. Table 7.3-4 (City of La Habra Noise Ordinance Interior Noise Standards) identifies the City's interior noise standards and prohibited interior noise levels. The City's Noise Ordinance exterior standard of 55 dBA/50 dBA (day/night) and interior standard of 55 dBA/45 dBA (day/night) for all residential properties has been established specifically for impulsive or impact noise. In both cases, if the ambient noise level is greater than the identified noise standards, the noise standard becomes the ambient noise level without the offending noise.

In order to protect noise sensitive land uses such as schools, hospitals, and churches—in addition to the exterior and interior limits established above—Section 9.32.080 of the Noise Ordinance states the following:

> It is unlawful for any person to create any noise which causes the noise level at any school, hospital or church while the same is in use, to exceed the noise limits as specified in Section 9.32.050 prescribed for the assigned noise zone in which the school, hospital or church is located, or which noise level unreasonably interferes with the use of such institutions or which unreasonably disturbs or annoys patients in the hospital, provided conspicuous signs are displayed in three separate locations within one-tenth of a mile of the institution indicating the presence of a school, church or hospital. (Ord. 923 Section 1 (part), 1975; Ord. 880 Section 9, 1973)

Table 7.3-2 Land Use Compatibility with Community Noise Environments

Proposed Land Use Categories		*Compatible Land Use Zones*						
Categories	*Uses*	*CNEL <55*	*55–60*	*60–65*	*65–70*	*70–75*	*75–80*	*CNEL >80*
Residential	Single Family, Duplex, Multiple Family	A	A	B	B	C	D	D
	Mobile Home	A	A	B	C	C	D	D
Commercial Regional, District	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
Commercial Regional, Village District, Special	Commercial Retail, Bank, Restaurant, Movie Theater	A	A	A	A	B	B	C
Commercial, Industrial, Institutional	Office Building, Research and Development, Professional Offices, City Office Building	A	A	A	B	B	C	D
Commercial Recreation Institutional Civic Center	Amphitheater, Concert Hall, Auditorium, Meeting Hall	B	B	C	C	D	D	D
Commercial Recreation	Children's Amusement Park, Miniature Golf Course, Go-cart Track, Equestrian Center, Sports Club	A	A	A	B	B	D	D
Commercial General, Special Industrial, Institutional	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
Institutional General	Hospital, Church, Library, Schools' Classroom, Day Care	A	A	B	C	C	D	D
Open Space	Parks	A	A	A	B	C	D	D
	Golf Course, Cemeteries, Nature Centers, Wildlife Reserves, Wildlife Habitat	A	A	A	A	B	C	C
Agriculture	Agriculture	A	A	A	A	A	A	A

SOURCE: California Governor's Office of Planning and Research, *General Plan Guidelines 2003*, Appendix C (Guidelines for the Preparation and Content of the Noise Element of the General Plan) (October 2003).

INTERPRETATION:

Zone A Clearly Compatible	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
Zone B Compatible with Mitigation	New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice. Note that residential uses are prohibited with Airport CNEL greater than 65.
Zone C Normally Incompatible	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.
Zone D Clearly Incompatible	New construction or development should generally not be undertaken.

Table 7.3-3 City of La Habra Noise Ordinance Exterior Noise Standards			
Noise Zone	***Noise Zone Land Uses***	***Noise Level***	***Time Period***
1	All Residential Properties	55 dBA 50 dBA	7:00 AM to 10:00 PM 10:00 PM to 7:00 AM

SOURCE**:** City of La Habra, *La Habra Municipal Code*, Noise Ordinance Section 9.32.050.

Exterior Noise Levels Prohibited

B. It shall be unlawful for any person at any location within the incorporated area of the City to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level when measured on any residential, public institutional, professional, commercial or industrial property, either within or without the City, to exceed the applicable noise standards:

1. The noise standard for a cumulative period of more than thirty minutes in any hour; or
2. The noise standard plus 5 dBA for a cumulative period of more than fifteen minutes in any hour; or
3. The noise standard plus 10 dBA for a cumulative period of more than five minutes in any hour; or
4 The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour; or
5. The noise standard plus 20 dBA for any period of time.

C. In the event the ambient noise level exceeds any of the five noise limit categories set forth in Subsection B1 through B5 of this section, the cumulative period applicable to the category shall be increased to reflect the ambient noise level. Furthermore, the maximum permissible noise level shall never exceed the maximum ambient noise level.

D. Each of the noise limits specified in Subsection A shall be reduced by 5 dBA for impact or simple tone noises, or for noises consisting of speech or music. (Ord. 923 § 1(F), 1975: Ord. 880 § 5, 1973).

Table 7.3-4 City of La Habra Noise Ordinance Interior Noise Standards			
Noise Zone	***Noise Zone Land Uses***	***Noise Level***	***Time Period***
1	All Residential Properties	55 dBA 45 dBA	7:00 AM to 10:00 PM 10:00 PM to 7:00 AM

SOURCE**:** City of La Habra, *La Habra Municipal Code*, Noise Ordinance Section 9.32.060.

Interior Noise Levels Prohibited

B. It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level, when measured within any other dwelling unit on any residential property to exceed:

1. The noise standard for a cumulative period of more than five minutes in any hour; or
2. The noise standard plus 5 dBA for a cumulative period of more than one minute in any hour; or
3. The noise standard plus 10 dBA for any period of time.

C. In the event the ambient noise level exceeds any of the three noise limit categories set forth in Subsection A1 through A3 of this section, the cumulative period applicable to the category shall be increased to reflect the ambient noise level. Furthermore, the maximum permissible noise level shall never exceed the maximum ambient noise level.

D. Each of the noise limits specified in Subsection A shall be reduced by 5 dBA for impact or simple tone noises, or for noises consisting of speech or music. (Ord. 923 § 1(G), 1975: Ord. 880 § 6, 1973).

The following activities are exempted from the noise levels identified above in accordance with Section 9.32.070 of the City's Noise Ordinance:

A. School bands, school athletic and school entertainment events;

B. Outdoor gatherings, public dances, shows and sporting and entertainment events provided the events are conducted pursuant to a permit issued by the city pursuant to Chapter 5.32 relative to the staging of said events;

C. Activities conducted on public parks, public playgrounds, and public or private school grounds;

D. Any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle or work;

E. Noise sources associated with construction, repair, remodeling, or grading of any real property, provided the activities do not take place between the hours of eight p.m. and seven a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday;

F. All mechanical devices, apparatus or equipment which are utilized for the protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions;

G. Mobile noise sources associated with agricultural operations provided such operations do not take place between the hours of eight p.m. and seven a.m. on weekdays, including Saturday or at any time on Sunday or a federal holiday;

H. Mobile noise sources associated with agricultural pest control through pesticide application; provided, that the application is made in accordance with restricted material permits issued by or regulations enforced by the agricultural commissioner;

I. Noise sources associated with the maintenance of real property provided the activities take place between the hours of seven a.m. and eight p.m. on any day except Sunday or federal holiday, or between the hours of nine a.m. and eight p.m. on Sunday or federal holiday;

J. Any activity to the extent regulation thereof has been preempted by state or federal law. (Ord. 1367 § 1, 1989; Ord. 923 § 1(H), 1975)

CITY OF LA HABRA GENERAL PLAN 2020 NOISE ELEMENT

The City of La Habra's General Plan 2020 Noise Element establishes goals and policies to minimize noise impacts to the people who live and work in the City of La Habra. The Element identifies noise sensitive areas as those areas where ambient noise levels exceed the noise levels established in the City's municipal code, as well as areas where noise sensitive land uses are exposed to ambient noise levels in excess of 60 dBA, consistent with State guidelines (Table 7.3-2 [Land Use Compatibility with Community Noise Environments]). The Noise Element also identifies that the greatest source of noise in the City is the roadway noise generated along arterial roadways such as Beach Boulevard, Imperial Highway, and Harbor Boulevard.

The Noise Element aims to reduce the exposure of noise sensitive land uses to excessive and potentially harmful noise with a goal to: "Minimize noise impacts to the people who live and work in La Habra." The policies and programs that support minimizing noise impacts are:

- Policy—Preserve and ensure a safe and quit environment in residential neighborhoods.
  - > Program—Enforce the state and Local noise regulations and the City Noise Ordinance to abate and control noise polluting within the City.
  - > Program—Maintain land uses that are compatible with the noise levels within the community through the enforcement of the General Plan Land Use and Zoning Map.

Existing Conditions

Land uses within the La Habra planning area include a range of residential, commercial, institutional, industrial, recreational, and open space areas. In general, the greatest source of noise throughout La Habra is vehicle roadway noise generated along arterial roadways such as Beach Boulevard, Imperial Highway, Whittier Boulevard, and Harbor Boulevard, as well as minor arterial roads along residential areas, the Union Pacific Railroad line that is used for freight, and various stationary sources such as commercial heating, ventilation, and air conditioning (HVAC) units.

Noise levels along roadways are affected by several traffic characteristics, most important being the average daily traffic (ADT). Other factors that affect roadway noise levels include the vehicle mix of trucks versus automobiles, road conditions, vehicle speed, and the gradient of the roadway. The major east-west roadways in La Habra include Whittier Boulevard, La Habra Boulevard, Lambert Road, and Imperial Highway. The major north-south roadways include Beach Boulevard, Idaho Street, Euclid Street, Cypress Street, Harbor Boulevard, and Palm Street. In general, these roadways have commercial or residential land uses with some sound reducing mitigation measures—such as sound walls and setbacks from the roadways—incorporated into the site design.

The Union Pacific Railroad maintains the railroad right-of-way that runs east-west through the community. This Railroad averages approximately two freight trains per day through La Habra. Along the western portion of the City, the rail line traverses through residential areas, while east of Euclid Street, adjacent uses are mainly industrial and commercial. The residential uses adjacent to the UP rail line have some form of noise reducing mitigation, primarily in the form of cinder block walls, as well as large setbacks from the tracks, which serves to reduce impacts from train noise.

As previously mentioned, stationary sources of noise within La Habra include HVAC units for commercial and multi-family residential buildings, as well as air compressors, generators, outdoor loudspeakers, and gas venting. Additional stationary sources that can cause human annoyance would be individual and group activities at public parks and private entertainment facilities.

Many of the parks within the City have facilities for organized sports including baseball, soccer, and basketball, and noise from these activities can have a negative impact on neighboring residential land uses. La Bonita Park, located southwest of the intersection of Whittier Boulevard and Idaho Street, is a park with neighboring residential land uses, and has been a source of complaints about noise to the City's Police Department. These complaints have been associated with the use of the lighted ball fields in the evening hours.[2]

Construction activities are a regular and on-going source of noise throughout the planning area. The noise levels generated by construction activities are generally isolated to the immediate vicinity of the construction site and occur during daytime hours in accordance with City regulations, as discussed below. Construction activities also occur for relatively short-term periods of a few weeks to a few months, and then, the noise sources are removed from the construction area.

There are no airports located within La Habra, nor are there any major flight corridors that overfly the City. Fullerton Municipal Airport—located approximately 3.3 miles to the southeast—and the El Monte Airport—located approximately 10.5 miles to the north—are the closest general aviation airports to La Habra. The La Habra planning area is not located within the noise contour of either of these general aviation airports.[3,4] Generally, the City will experience occasional noise intrusion from high flying aircraft; however, these aircraft are at such an elevation that noise impacts typically would not occur. As such, aircraft overflights occur on a sporadic basis and are not considered a major source of noise within

[2] Carlos Jaramillo, personal communication with Planner, City of La Habra (February 22, 2011).
[3] Orange County Airport Land Use Commission, *Airport Environs Land Use Plan for Fullerton Municipal Airport* (November 18, 2004), http://www.ocair.com/Commissions/ALUC/Docs/FMA_AELUP-November-18-2004%20.pdf (accessed February 16, 2011).
[4] Los Angeles County Airport Land Use Commission, Airport Influence Area (May 13, 2003), http://planning.lacounty.gov/assets/upl/project/aluc_airport-el-monte.pdf (accessed, February 16, 2011).

La Habra. The exception to the high altitude overflights La Habra can experience occurs when the Los Angeles International Airport (LAX) is busy and/or during inclement weather. During these conditions, flight approaches for LAX occasionally back up, and as a result, airplanes fly over the City of La Habra at lower elevations.

NOISE SURVEY RESULTS

Long-term 24-hour ambient noise measurements were taken at 12 locations throughout the planning area for a total of six days in 2011. The long-term ambient noise measurements were conducted over the course of 24-hour periods at each location during the respective measurement times and were recorded using Larson Davis digital sound level meters that satisfy the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation. The measurements were taken Tuesday through Friday in order to accurately record peak traffic noise throughout the planning area. To obtain the measurements, the microphone was positioned at a height of six feet above the ground on available street signs and utility poles, which ranged approximately between three to six feet from the curb line of the roadway, and approximately three to five feet from the adjacent property line of the nearest residential or commercial use. Due to the location of these street signs and utility poles, it was not possible to have a uniform distance from the roadway for all locations.

The locations of the noise measurements are indicated as Location 1 through Location 12 in Figure 7.3-1 (Noise Monitoring Locations). As shown in Figure 7.3-1, the monitoring was conducted in residential, commercial, and industrial areas of the planning area. Table 7.3-5 (Noise Survey Results, Location 1) through Table 7.3-16 (Noise Survey Results, Location 12) contain a summary of the L_{eq} measurements by location for each 24-hour period of the survey; the 24-hour L_{dn}, and the L_{max} and L_{min} for each hour of the 24-hour recording. It is important to note that because the noise measurements occurred over a 24-hour period, it is not possible to determine the source of noise that generated the L_{max} for each hour; however, when spikes in noise were captured by the monitoring equipment it can be assumed that typical urban noise generators were the cause. Examples of typical urban noise generators that are capable of producing the L_{max} values include standard gardening and landscaping equipment such as lawnmowers and leaf-blowers; police, ambulance, and fire sirens; motorcycles; heavy trucks; and typical home maintenance equipment such as handsaws.

The existing ambient noise measurement data indicate the City regularly experiences noise levels that exceed the General Plan Standard of 60 dBA. At all 12 locations, the 24-hour L_{eq} and L_{dn} exceeded 60 dBA. Further, the results show the General Plan Standard of 60 dBA was exceeded for the majority of the 24-hour period at all locations (refer to Table 7.3-1 [Representative Environmental Noise Levels] for representative noise levels).

NOISE MONITORING LOCATION 1

Noise Monitoring Location 1 was taken along 1311 East Whittier Boulevard. Surrounding uses in this location are primarily residential, with single-family houses set back from Whittier Boulevard by a landscaped median. As shown in Table 7.3-5 (Noise Survey Results, Location 1), the 24-hour L_{eq} for this location was 68.3 dBA, with an L_{dn} of 71.5 dBA. Noise levels at this location exceeded 60 dBA for all but four hours of the 24-hour measurement period, with the loudest hourly average of 71.7 dBA occurring between 4:09 and 5:09 PM.

Table 7.3-5 Noise Survey Results, Location 1

Start Time	*L_{eq}**	*L_{max}*	*L_{min}*	*Start Time*	*L_{eq}**	*L_{max}*	*L_{min}*
Hourly Results							
07:09	**71.0**	81.8	47.1	19:09	**69.3**	81.8	44.2
08:09	**70.3**	89.1	46.8	20:09	**67.1**	81.4	42.1
09:09	**68.8**	83.6	44.7	21:09	**65.5**	81.4	40.7
10:09	**68.1**	81.2	43.3	22:09	**63.5**	79.0	37.1
11:09	**69.0**	89.1	43.6	23:09	**61.0**	79.9	37.1
12:09	**70.1**	94.0[a]	42.4	00:09	59.0	83.3	36.2
13:09	**69.4**	89.3	44.4	01:09	57.1	83.5	36.3
14:09	**69.7**	81.4	43.4	02:09	58.2	84.9	38.1
15:09	**70.4**	85.7	47.2	03:09	57.4	74.9	39.3
16:09	**71.7**	87.6	46.5	04:09	**62.2**	84.7	40.0
17:09	**71.6**	81.9	48.6	05:09	**67.1**	93.9[a]	47.0
18:09	**70.7**	85.5	46.6	06:09	**68.6**	85.9	44.1

24-hour L_{eq}	*L_{dn}*	*L_{eq} Maximum Hour*	*L_{dn} Exceed 60 dBA*
24-Hour Results			
68.3	**71.5**	71.7 (4:09–5:09 PM)	Yes

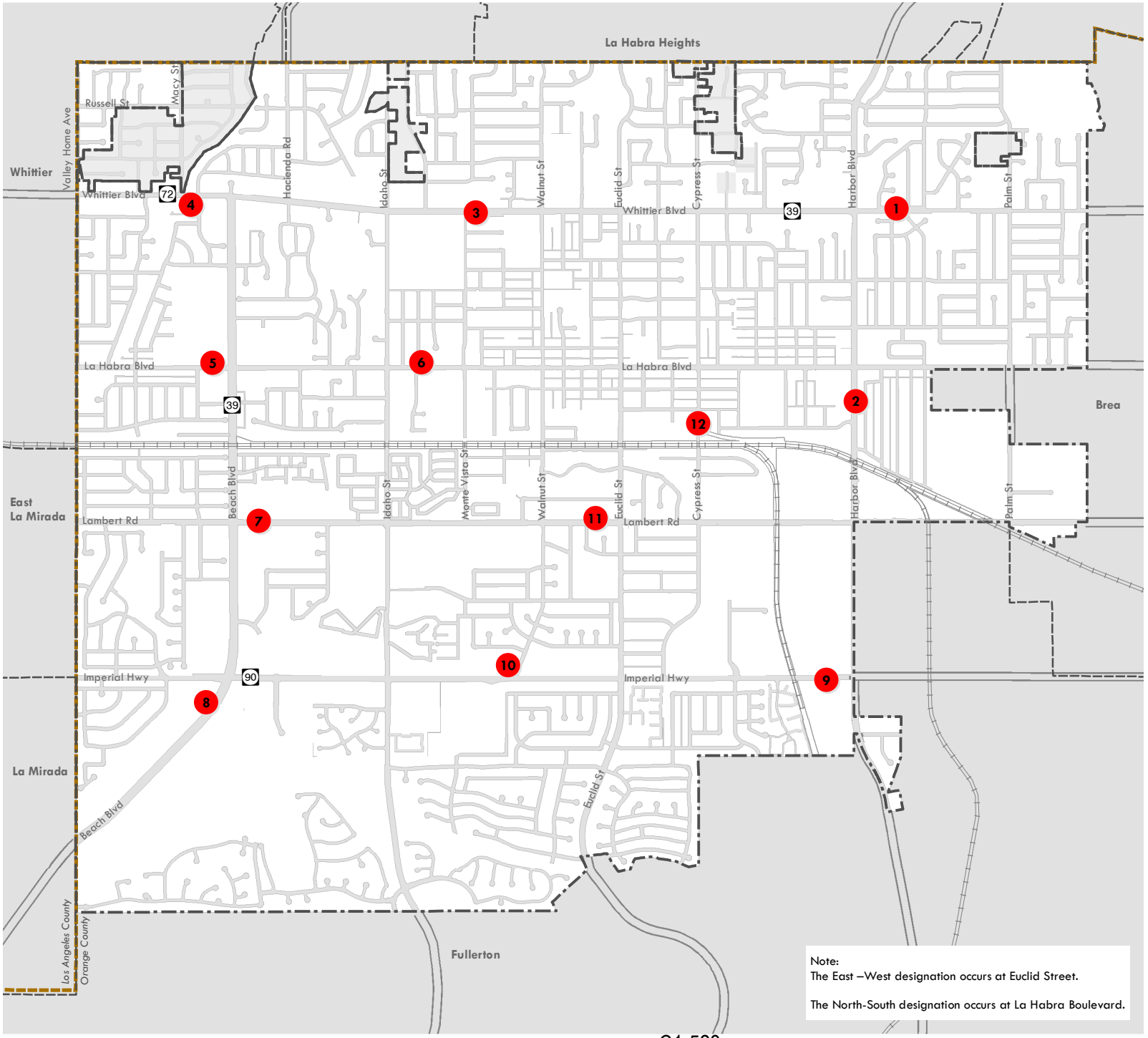
SOURCE: Atkins (2011).

Location 1: 1311 East Whittier Boulevard (Residential)

Measurement period: March 29–30, 2011

* **Bold** indicates hourly L_{eq} exceeds 60 dBA General Plan limit for sensitive receptors.

a. It is assumed that the L_{max} spikes were the result of typical urban noise generators such as landscaping equipment, emergency vehicle sirens, motorcycles, or heavy trucks passing in the vicinity of the monitoring equipment.



C1-523

City of La Habra
GENERAL PLAN

CITY of LA HABRA

General Plan Update

NOISE MONITORING LOCATIONS

Legend

Noise Monitoring Locations

1. 1311 E. Whittier Avenue
2. 339 S. Harbor Boulevard
3. 730 W. Whittier Boulevard
4. Whittier Boulevard/ Lindauer Drive
5. W. La Habra Boulevard/ Beach Boulevard
6. 100 N. Marian Street
7. 1731 W. Lambert Road
8. 1301 S. Beach Boulevard
9. 901 E. Imperial Highway
10. Imperial Highway/ Walnut Street
11. 201 W. Lambert Road
12. 351 S. Cypress Street

La Habra City Limits
County Boundary
Railroad

Source: Atkins, 2011
Date Revised: September 16, 2011
Noise Monitoring.mxd

Miles
0 0.125 0.25 0.5

Figure 7.3-1

NOISE MONITORING LOCATION 2

Noise Monitoring Location 2 was taken along 339 South Harbor Boulevard. Surrounding uses in this location are primarily commercial and light industrial. As shown in Table 7.3-6 (Noise Survey Results, Location 2), the 24-hour L_{eq} for this location was 69.6 dBA, with an L_{dn} of 71.5 dBA. Noise levels at this location exceeded 60 dBA for all hours of the 24-hour measurement period, with the loudest hourly average of 73.8 dBA occurring between 4:30 and 5:30 PM.

Table 7.3-6 Noise Survey Results, Location 2

Start Time	*L_{eq}**	*L_{max}*	*L_{min}*	*Start Time*	*L_{eq}**	*L_{max}*	*L_{min}*
Hourly Results							
07:30	**70.9**	98.3[a]	55.4	19:30	**68.8**	85.8	49.8
08:30	**70.2**	87.4	52.3	20:30	**68.9**	85.5	59.1
09:30	**69.7**	87.6	49.2	21:30	**68.1**	88.0	46.0
10:30	**69.7**	85.3	51.0	22:30	**65.4**	83.1	44.8
11:30	**73.3**	96.8[a]	51.5	23:30	**63.3**	80.7	43.3
12:30	**70.7**	96.1[a]	53.5	00:30	**61.6**	84.6	40.9
13:30	**69.6**	89.3	51.6	01:30	**62.1**	81.6	40.0
14:30	**70.5**	84.4	51.2	02:30	**68.3**	97.9[a]	41.0
15:30	**73.8**	97.9[a]	53.0	03:30	**63.4**	81.6	42.3
16:30	**70.8**	85.9	54.4	04:30	**66.0**	82.8	42.9
17:30	**70.3**	85.7	55.1	05:30	**69.5**	82.2	46.6
18:30	**69.7**	82.4	51.6	06:30	**72.1**	87.3	55.9

24-hour L_{eq}	*L_{dn}*	*L_{eq} Maximum Hour*	*L_{dn} Exceed 60 dBA*
24-Hour Results			
69.6	**71.5**	73.8 (4:30–5:30 PM)	Yes

SOURCE: Atkins (2011).

Location 2: 339 South Harbor Boulevard (Commercial)

Measurement period: March 29–30, 2011

* **Bold** indicates hourly L_{eq} exceeds 60 dBA General Plan limit for sensitive receptors.

a. It is assumed that the L_{max} spikes were the result of typical urban noise generators such as landscaping equipment, emergency vehicle sirens, motorcycles, or heavy trucks passing in the vicinity of the monitoring equipment.

NOISE MONITORING LOCATION 3

Noise Monitoring Location 3 was taken along 730 West Whittier Boulevard. Surrounding uses in this location are primarily residential and educational uses, with Walnut Elementary School and La Habra High School located to the east and west of this site. As shown in Table 7.3-7 (Noise Survey Results, Location 3), the 24-hour L_{eq} for this location was 64.8 dBA, with an L_{dn} of 68.3 dBA. Noise levels at this location exceeded 60 dBA for all but six hours (between 11:20 PM and 4:20 AM) of the 24-hour measurement period, with the loudest hourly average of 70.7 dBA occurring between 1:20 and 2:20 PM.

Table 7.3-7 Noise Survey Results, Location 3

Start Time	*L_{eq}**	*L_{max}*	*L_{min}*	*Start Time*	*L_{eq}**	*L_{max}*	*L_{min}*
Hourly Results							
08:20	**64.3**	75.7	48.5	20:20	**63.4**	83.3	46.9
09:20	**64.6**	83.5	48.8	21:20	**61.3**	79.7	44.0
10:20	**64.5**	85.5	49.2	22:20	**63.9**	83.6	42.8
11:20	**64.9**	80.8	49.5	23:20	59.8	78.9	39.8
12:20	**65.3**	82.9	51.3	00:20	59.5	81.7	38.5
13:20	**70.7**	98.6[a]	49.7	01:20	53.3	75.1	36.8
14:20	**69.2**	91.9[a]	51.2	02:20	54.6	79.6	36.0
15:20	**65.9**	80.4	51.4	03:20	58.6	82.8	36.0
16:20	**68.1**	94.1[a]	51.8	04:20	59.4	77.1	39.5
17:20	**65.6**	79.9	51.2	05:20	**61.6**	76.1	44.4
18:20	**65.4**	89.1	50.4	06:20	**64.8**	82.5	49.6
19:20	**63.5**	79.3	48.4	07:20	**64.9**	77.6	51.9

24-hour L_{eq}	*L_{dn}*	*L_{eq} Maximum Hour*	*L_{dn} Exceed 60 dBA*
24-Hour Results			
64.8	**68.3**	70.7 (1:20–2:20 PM)	Yes

SOURCE: Atkins (2011).

Location 3: 730 West Whittier Boulevard (Residential)

Measurement period: March 30–31, 2011

* **Bold** indicates hourly L_{eq} exceeds 60 dBA General Plan limit for sensitive receptors.

a. It is assumed that the L_{max} spikes were the result of typical urban noise generators such as landscaping equipment, emergency vehicle sirens, motorcycles, or heavy trucks passing in the vicinity of the monitoring equipment.

NOISE MONITORING LOCATION 4

Noise Monitoring Location 4 was taken at the corner of Whittier Boulevard and Lindauer Drive. Surrounding uses in this location are primarily commercial along Whittier Boulevard, with residential uses along Lindauer Drive. As shown in Table 7.3-8 (Noise Survey Results, Location 4), the 24-hour L_{eq} for this location was 67.0 dBA, with an L_{dn} of 70.5 dBA. Noise levels at this location exceeded 60 dBA for all but four hours (between 12:30 and 3:30 AM) of the 24-hour measurement period, with the loudest hourly average of 74.6 dBA occurring between 8:30 and 9:30 AM.

Table 7.3-8 Noise Survey Results, Location 4

Start Time	L_{eq}*	L_{max}	L_{min}	*Start Time*	L_{eq}*	L_{max}	L_{min}
Hourly Results							
08:30	**74.6**	102.0[a]	48.2	20:30	**66.7**	93.2[a]	48.3
09:30	**66.6**	78.6	48.7	21:30	**63.9**	79.8	47.4
10:30	**66.7**	80.7	46.1	22:30	**65.3**	88.9	48.4
11:30	**67.2**	85.0	52.0	23:30	**62.1**	82.6	44.0
12:30	**67.6**	82.3	52.0	00:30	58.3	81.7	42.3
13:30	**67.7**	85.9	52.2	01:30	55.0	73.2	41.6
14:30	**67.4**	85.5	51.1	02:30	56.5	77.5	41.3
15:30	**67.3**	82.1	53.2	03:30	58.4	82.0	42.3
16:30	**67.8**	90.4[a]	52.8	04:30	**60.6**	77.1	44.1
17:30	**67.7**	85.2	50.7	05:30	**64.8**	81.9	40.8
18:30	**67.8**	90.7[a]	48.8	06:30	**68.2**	88.7	51.1
19:30	**65.8**	78.9	48.7	07:30	**67.9**	87.4	52.9

24-hour L_{eq}	*L_{dn}*	*L_{eq} Maximum Hour*	*L_{dn} Exceed 60 dBA*
24-Hour Results			
67.0	**70.5**	74.6 (8:30–9:30 AM)	Yes

SOURCE: Atkins (2011).

Location 4: Whittier Blvd/Lindauer Drive (Commercial)

Measurement period: March 30–31, 2011

* **Bold** indicates hourly L_{eq} exceeds 60 dBA General Plan limit for sensitive receptors.

a. It is assumed that the L_{max} spikes were the result of typical urban noise generators such as landscaping equipment, emergency vehicle sirens, motorcycles, or heavy trucks passing in the vicinity of the monitoring equipment.

NOISE MONITORING LOCATION 5

Noise Monitoring Location 5 was taken along West La Habra Boulevard, to the west of Beach Boulevard adjacent to the Costco Warehouse store. Surrounding uses in this location are primarily commercial, although it should be noted that the private Whittier Christian High School is located along Beach Boulevard less than a quarter-mile to the north from Noise Monitoring Location 5. As shown in Table 7.3-9 (Noise Survey Results, Location 5), the 24-hour L_{eq} for this location was 70.5 dBA, with an L_{dn} of 71.5 dBA. Noise levels at this location exceeded 60 dBA for all of the 24-hour measurement period, with the loudest hourly average of 75.0 dBA occurring between 3:40 and 4:40 PM.

Table 7.3-9 Noise Survey Results, Location 5

Start Time	L_{eq}*	L_{max}	L_{min}	*Start Time*	L_{eq}*	L_{max}	L_{min}
Hourly Results							
09:40	**72.4**	99.1[a]	48.3	21:40	**71.3**	102.5[a]	48.3
10:40	**71.1**	93.8[a]	50.2	22:40	**71.9**	101.1[a]	46.8
11:40	**70.0**	91.6[a]	49.3	23:40	**62.4**	85.5	44.4
12:40	**69.3**	85.9	52.0	00:40	**62.7**	89.3	44.0
13:40	**71.1**	91.7[a]	52.0	01:40	**61.9**	83.6	43.2
14:40	**70.5**	84.7	52.8	02:40	**61.1**	87.9	43.2
15:40	**75.0**	101.4[a]	53.2	03:40	**63.4**	85.7	43.6
16:40	**70.7**	86.7	53.3	04:40	**68.3**	95.5[a]	47.2
17:40	**70.5**	85.9	53.9	05:40	**70.8**	89.7	51.3
18:40	**69.3**	85.2	52.1	06:40	**72.6**	95.5[a]	55.1
19:40	**69.0**	86.1	52.0	07:40	**72.2**	94.5[a]	54.0
20:40	**73.4**	101.9[a]	51.1	08:40	**71.1**	90.7[a]	51.1

24-hour L_{eq}	*L_{dn}*	*L_{eq} Maximum Hour*	*L_{dn} Exceed 60 dBA*
24-Hour Results			
70.5	**71.5**	75.0 (3:40–4:40 PM)	Yes

SOURCE: Atkins (2011).

Location 5: West La Habra Blvd/Beach Blvd (adjacent Costco Warehouse store) (Commercial)

Measurement period: March 31–April 1, 2011

* **Bold** indicates hourly L_{eq} exceeds 60 dBA General Plan limit for sensitive receptors.

a. It is assumed that the L_{max} spikes were the result of typical urban noise generators such as landscaping equipment, emergency vehicle sirens, motorcycles, or heavy trucks passing in the vicinity of the monitoring equipment.

NOISE MONITORING LOCATION 6

Noise Monitoring Location 6 was taken along West La Habra Boulevard, at the corner of North Marian Street. Surrounding uses in this location are primarily single-family residential. As shown in Table 7.3-10 (Noise Survey Results, Location 6), the 24-hour L_{eq} for this location was 73.6 dBA, with an L_{dn} of 76.3 dBA. Noise levels at this location exceeded 60 dBA for all of the 24-hour measurement period, with the loudest hourly average of 81.9 dBA occurring between 8:00 and 9:00 AM.

Table 7.3-10 Noise Survey Results, Location 6

Start Time	L_{eq}*	L_{max}	L_{min}	*Start Time*	L_{eq}*	L_{max}	L_{min}
Hourly Results							
10:00	**75.5**	101.8[a]	41.6	22:00	**67.8**	82.9	46.1
11:00	**72.2**	89.1	47.7	23:00	**66.0**	80.7	45.7
12:00	**71.4**	82.9	46.0	00:00	**63.9**	81.0	44.0
13:00	**71.8**	87.6	49.9	01:00	**62.9**	80.9	44.0
14:00	**75.1**	100.5[a]	47.9	02:00	**63.8**	84.6	44.1
15:00	**72.8**	86.0	52.0	03:00	**62.8**	83.7	41.4
16:00	**72.9**	86.7	53.2	04:00	**66.0**	82.3	43.2
17:00	**73.2**	82.9	49.7	05:00	**70.5**	94.4[a]	45.7
18:00	**72.8**	91.3[a]	51.6	06:00	**72.5**	90.5[a]	51.8
19:00	**77.4**	101.8[a]	50.3	07:00	**72.7**	82.8	53.4
20:00	**71.9**	93.6[a]	50.3	08:00	**75.3**	92.0[a]	52.7
21:00	**73.8**	100.7[a]	46.6	09:00	**81.9**	108.7[a]	52.2

24-hour L_{eq}	*L_{dn}*	*L_{eq} Maximum Hour*	*L_{dn} Exceed 60 dBA*
24-Hour Results			
73.6	**76.3**	81.9 (8:00–9:00 AM)	Yes

SOURCE: Atkins (2011).

Location 6: North Marian Street/West La Habra Boulevard (across from Our Lady of Guadalupe Church) (Residential)

Measurement period: March 31–April 1, 2011

* **Bold** indicates hourly L_{eq} exceeds 60 dBA General Plan limit for sensitive receptors.

a. It is assumed that the L_{max} spikes were the result of typical urban noise generators such as landscaping equipment, emergency vehicle sirens, motorcycles, or heavy trucks passing in the vicinity of the monitoring equipment.

NOISE MONITORING LOCATION 7

Noise Monitoring Location 7 was taken along 1731 West Lambert Road, east of Beach Boulevard. Surrounding uses in this location are primarily multi-family residential in the form of mobile homes. As shown in Table 7.3-11 (Noise Survey Results, Location 7), the 24-hour L_{eq} for this location was 63.2 dBA, with an L_{dn} of 66.9 dBA. Noise levels at this location exceeded 60 dBA for all but six of the 24-hour measurement period (between 10:55 PM and 3:55 AM), with the loudest hourly average of 66.1 dBA occurring between 7:55 and 8:55 AM.

Table 7.3-11 Noise Survey Results, Location 7

Start Time	*L_{eq}**	*L_{max}*	*L_{min}*	*Start Time*	*L_{eq}**	*L_{max}*	*L_{min}*
Hourly Results							
08:55	**64.2**	83.4	37.7	20:55	**61.6**	82.7	36.4
09:55	**63.6**	83.4	39.1	21:55	**60.3**	76.6	34.5
10:55	**64.1**	89.2	40.0	22:55	58.1	72.3	31.0
11:55	**63.4**	75.6	39.3	23:55	56.3	75.4	26.3
12:55	**64.1**	81.1	38.4	00:55	55.5	75.5	27.0
13:55	**64.4**	79.1	37.7	01:55	53.8	73.3	27.9
14:55	**65.3**	77.9	42.6	02:55	55.5	72.8	25.8
15:55	**65.4**	86.1	41.2	03:55	58.0	78.5	26.7
16:55	**66.0**	81.4	42.3	04:55	**60.7**	80.3	31.1
17:55	**65.3**	83.6	39.6	05:55	**63.9**	82.0	37.6
18:55	**63.9**	78.8	41.0	06:55	**65.7**	79.3	40.8
19:55	**62.3**	75.5	36.4	07:55	**66.1**	90.2[a]	39.1

24-hour L_{eq}	*L_{dn}*	*L_{eq} Maximum Hour*	*L_{dn} Exceed 60 dBA*
24-Hour Results			
63.2	**66.9**	66.1 (7:55–8:55 AM)	Yes

SOURCE: Atkins (2011).

Location 7: 1731 West Lambert Road (Residential—Mobile Home)

Measurement period: April 5–6, 2011

* **Bold** indicates hourly L_{eq} exceeds 60 dBA General Plan limit for sensitive receptors.

a. It is assumed that the L_{max} spikes were the result of typical urban noise generators such as landscaping equipment, emergency vehicle sirens, motorcycles, or heavy trucks passing in the vicinity of the monitoring equipment.

NOISE MONITORING LOCATION 8

Noise Monitoring Location 8 was taken along 1301 South Beach Boulevard, south of Imperial Highway. Surrounding uses in this location are primarily commercial and office uses. As shown in Table 7.3-12 (Noise Survey Results, Location 8), the 24-hour L_{eq} for this location was 73.9 dBA, with an L_{dn} of 76.2 dBA. Noise levels at this location exceeded 60 dBA for all of the 24-hour measurement period, with the loudest hourly average of 84.3 dBA occurring between 8:20 and 9:20 AM.

Table 7.3-12 Noise Survey Results, Location 8

Start Time	L_{eq}*	L_{max}	L_{min}	*Start Time*	L_{eq}*	L_{max}	L_{min}
Hourly Results							
08:20	**84.3**	114.9[a]	44.7	20:20	**68.5**	84.9	45.0
09:20	**69.5**	84.9	46.9	21:20	**68.0**	94.3[a]	43.0
10:20	**70.0**	86.0	45.9	22:20	**63.2**	84.3	41.0
11:20	**70.7**	88.2	48.2	23:20	**61.4**	83.0	39.9
12:20	**72.2**	87.2	47.4	00:20	**60.7**	81.7	39.4
13:20	**79.2**	95.4[a]	45.3	01:20	**61.4**	85.0	39.2
14:20	**77.2**	92.3[a]	50.5	02:20	**63.0**	84.7	39.4
15:20	**72.1**	86.5	48.8	03:20	**66.0**	83.2	42.7
16:20	**72.6**	92.4[a]	48.9	04:20	**68.9**	87.5	46.5
17:20	**70.1**	90.4[a]	46.3	05:20	**71.3**	85.5	46.7
18:20	**68.4**	88.2	47.2	06:20	**72.2**	87.2	48.7
19:20	**67.9**	83.3	45.2	07:20	**73.3**	102.0[a]	45.6

24-hour L_{eq}	*L_{dn}*	*L_{eq} Maximum Hour*	*L_{dn} Exceed 60 dBA*
24-Hour Results			
73.9	**76.2**	84.3 (8:20–9:20 AM)	Yes

SOURCE: Atkins (2011).

Location 8: 1301 South Beach Boulevard (Commercial)

Measurement period: April 5–6, 2011

* **Bold** indicates hourly L_{eq} exceeds 60 dBA General Plan limit for sensitive receptors.

a. It is assumed that the L_{max} spikes were the result of typical urban noise generators such as landscaping equipment, emergency vehicle sirens, motorcycles, or heavy trucks passing in the vicinity of the monitoring equipment.

NOISE MONITORING LOCATION 9

Noise Monitoring Location 9 was taken along 901 East Imperial Highway, west of Harbor Boulevard. Surrounding uses in this location are primarily commercial uses. As shown in Table 7.3-13 (Noise Survey Results, Location 9), the 24-hour L_{eq} for this location was 69.2 dBA, with an L_{dn} of 73.3 dBA. Noise levels at this location exceeded 60 dBA for all but one of the 24-hour measurement period (between 1:37 and 2:37 AM), with the loudest hourly average of 72.6 dBA occurring between 7:30 and 8:30 AM.

Table 7.3-13 Noise Survey Results, Location 9

Start Time	*L_{eq}**	*L_{max}*	*L_{min}*	*Start Time*	*L_{eq}**	*L_{max}*	*L_{min}*
Hourly Results							
08:37	**70.3**	88.6	48.6	20:37	**67.2**	84.9	42.3
09:37	**70.4**	88.8	46.3	21:37	**66.5**	87.3	43.1
10:37	**70.0**	87.4	46.0	22:37	**64.6**	85.6	38.6
11:37	**71.0**	89.2	47.1	23:37	**64.1**	86.8	37.5
12:37	**70.4**	89.0	45.3	00:37	**61.9**	82.5	36.5
13:37	**70.7**	87.3	47.3	01:37	59.6	83.8	36.4
14:37	**70.7**	89.1	47.5	02:37	**67.2**	94.4[a]	36.0
15:37	**70.2**	87.4	46.0	03:37	**62.9**	82.5	37.3
16:37	**70.2**	88.2	46.5	04:37	**66.7**	88.0	39.4
17:37	**69.8**	88.3	45.8	05:37	**69.5**	87.8	47.3
18:37	**69.6**	88.5	48.4	06:37	**70.6**	84.8	46.8
19:37	**72.6**	101.2[a]	43.8	07:37	**71.0**	83.5	48.2

24-hour L_{eq}	*L_{dn}*	*L_{eq} Maximum Hour*	*L_{dn} Exceed 60 dBA*
24-Hour Results			
69.2	**73.3**	72.6 (7:30–8:30 AM)	Yes

SOURCE: Atkins (2011).

Location 9: 901 East Imperial Highway (Commercial)

Measurement period: April 12–13, 2011

* **Bold** indicates hourly L_{eq} exceeds 60 dBA General Plan limit for sensitive receptors.

a. It is assumed that the L_{max} spikes were the result of typical urban noise generators such as landscaping equipment, emergency vehicle sirens, motorcycles, or heavy trucks passing in the vicinity of the monitoring equipment.

NOISE MONITORING LOCATION 10

Noise Monitoring Location 10 was taken along the northwest corner of Imperial Highway and Walnut Street. Surrounding uses in this location are primarily commercial uses along Imperial Highway and residential uses along Walnut Street. As shown in Table 7.3-14 (Noise Survey Results, Location 10), the 24-hour L_{eq} for this location was 68.8 dBA, with an L_{dn} of 71.7 dBA. Noise levels at this location exceeded 60 dBA for all but two of the 24-hour measurement period (between 1:55 and 3:55 AM), with the loudest hourly average of 73.8 dBA occurring between 2:50 and 3:50 PM.

Table 7.3-14 Noise Survey Results, Location 10

Start Time	*L_{eq}**	*L_{max}*	*L_{min}*	*Start Time*	*L_{eq}**	*L_{max}*	*L_{min}*
Hourly Results							
08:55	**72.0**	105.3[a]	49.7	20:55	**65.2**	81.4	50.9
09:55	**67.7**	86.3	53.0	21:55	**65.1**	82.2	51.5
10:55	**68.3**	85.2	53.3	22:55	**62.6**	83.5	49.9
11:55	**73.7**	99.9[a]	52.6	23:55	**61.2**	78.4	49.7
12:55	**70.5**	88.7	52.4	00:55	**61.9**	81.2	50.0
13:55	**72.5**	91.7[a]	56.2	01:55	57.8	75.0	49.4
14:55	**73.8**	89.4	57.3	02:55	58.3	78.1	50.3
15:55	**71.0**	88.5	54.5	03:55	**62.0**	80.5	50.2
16:55	**70.8**	86.8	57.1	04:55	**64.3**	79.9	50.5
17:55	**67.9**	84.3	55.5	05:55	**67.3**	83.2	51.2
18:55	**67.8**	84.7	53.4	06:55	**68.3**	82.1	52.5
19:55	**68.5**	91.5[a]	53.2	07:55	**67.4**	77.9	52.4

24-hour L_{eq}	*L_{dn}*	*L_{eq} Maximum Hour*	*L_{dn} Exceed 60 dBA*
24-Hour Results			
68.8	**71.7**	73.8 (2:50–3:50 PM)	Yes

SOURCE: Atkins (2011).

Location 10: Imperial Highway/Walnut Street (Commercial/Residential)

Measurement period: April 12–13, 2011

* **Bold** indicates hourly L_{eq} exceeds 60 dBA General Plan limit for sensitive receptors.

a. It is assumed that the L_{max} spikes were the result of typical urban noise generators such as landscaping equipment, emergency vehicle sirens, motorcycles, or heavy trucks passing in the vicinity of the monitoring equipment.

NOISE MONITORING LOCATION 11

Noise Monitoring Location 11 was taken at 201 West Lambert Road. Surrounding uses in this location are primarily residential uses along Lambert Road. As shown in Table 7.3-15 (Noise Survey Results, Location 11), the 24-hour L_{eq} for this location was 68.8 dBA, with an L_{dn} of 71.4 dBA. Noise levels at this location exceeded 60 dBA for all but two of the 24-hour measurement period (between 3:00 and 5:00 AM), with the loudest hourly average of 73.8 dBA occurring between 3:55 and 4:55 PM.

Table 7.3-15 Noise Survey Results, Location 11

Start Time	*L_{eq}**	*L_{max}*	*L_{min}*	*Start Time*	*L_{eq}**	*L_{max}*	*L_{min}*
Hourly Results							
10:00	**72.0**	91.2[a]	50.3	22:00	**65.2**	83	43.8
11:00	**67.7**	87.7	46.4	23:00	**65.1**	90.3[a]	48.5
12:00	**68.3**	89.3	43.4	00:00	**62.6**	80.2	37.2
13:00	**73.7**	91.5[a]	49.9	01:00	**61.2**	82.6	36.8
14:00	**70.5**	93.8[a]	50.4	02:00	**61.9**	84.8	36.8
15:00	**72.5**	85.5	50.4	03:00	57.8	82.3	36.9
16:00	**73.8**	88.5	55.7	04:00	58.3	89.7	37.1
17:00	**71.0**	87.7	57.8	05:00	**62.0**	86.8	40.9
18:00	**70.8**	86.9	53.8	06:00	**64.3**	83.2	46.2
19:00	**67.9**	84.8	47.7	07:00	**67.3**	83.7	53.2
20:00	**67.8**	88.5	44.4	08:00	**68.3**	82.5	49.0
21:00	**68.5**	90.2[a]	43.5	09:00	**67.4**	83.6	43.1

24-hour L_{eq}	*L_{dn}*	*L_{eq} Maximum Hour*	*L_{dn} Exceed 60 dBA*
24-Hour Results			
68.8	**71.4**	73.8 (3:55–4:55 PM)	Yes

SOURCE: Atkins (2011).

Location 11: 270 West Lambert Road (Residential)

Measurement period: April 19–20, 2011

* **Bold** indicates hourly L_{eq} exceeds 60 dBA General Plan limit for sensitive receptors.

a. It is assumed that the L_{max} spikes were the result of typical urban noise generators such as landscaping equipment, emergency vehicle sirens, motorcycles, or heavy trucks passing in the vicinity of the monitoring equipment.

NOISE MONITORING LOCATION 12

Noise Monitoring Location 12 was taken along 351 South Cypress Street, north of the Union Pacific Railroad line. Surrounding uses in this location are primarily industrial uses, with some residential along Cypress Street. As shown in Table 7.3-16 (Noise Survey Results, Location 12), the 24-hour L_{eq} for this location was 67.6 dBA, with an L_{dn} of 71.4 dBA. Noise levels at this location exceeded 60 dBA for all but four of the 24-hour measurement period (between 12:04 and 3:04 AM), with the loudest hourly average of 70.7 dBA occurring between 4:04 and 5:04 PM.

Table 7.3-16 Noise Survey Results, Location 12

Start Time	L_{eq}*	L_{max}	L_{min}	*Start Time*	L_{eq}*	L_{max}	L_{min}
Hourly Results							
10:04	**66.6**	84.8	44.8	22:04	**64.3**	80.5	41.7
11:04	**68.3**	86.3	47.1	23:04	**61.6**	82.3	41.9
12:04	**68.4**	84.4	47.2	00:04	58.5	78.4	42.4
13:04	**69.2**	85.4	48.4	01:04	57.6	77.4	40.1
14:04	**69.4**	88.1	48.8	02:04	56.4	74.5	40.9
15:04	**69.0**	84.9	48.2	03:04	55.9	78.5	41.3
16:04	**70.7**	92.4[a]	49.1	04:04	**62.7**	78.4	41.6
17:04	**70.1**	89.1	48.0	05:04	**67.7**	83.3	42.5
18:04	**69.2**	84.6	47.6	06:04	**68.9**	88.9	49.2
19:04	**69.2**	83.9	48.0	07:04	**69.4**	88.9	45.7
20:04	**66.7**	83.3	43.8	08:04	**68.1**	83.3	43.3
21:04	**68.1**	84.6	43.1	09:04	**68.4**	85.7	40.6

24-hour L_{eq}	*L_{dn}*	*L_{eq} Maximum Hour*	*L_{dn} Exceed 60 dBA*
24-Hour Results			
67.6	**71.4**	70.7 (4:04–5:04 PM)	Yes

SOURCE: Atkins (2011).

Location 12: 351 South Cypress Street (Industrial/Residential)

Measurement period: April 13–14, 2011

* **Bold** indicates hourly L_{eq} exceeds 60 dBA General Plan limit for sensitive receptors.

a. It is assumed that the L_{max} spikes were the result of typical urban noise generators such as landscaping equipment, emergency vehicle sirens, motorcycles, or heavy trucks passing in the vicinity of the monitoring equipment.

ROADWAY NOISE STUDY

Existing 24-hour noise levels have been calculated for various highways and roadways throughout the City of La Habra. This was accomplished using the Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108). The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in the FHWA Model have been modified to reflect average vehicle noise rates identified for California by Caltrans. The Caltrans data shows that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels.[5]

Noise levels were modeled for roadways with the highest traffic volumes within and immediately outside of the La Habra planning area, using data from the Traffic Study prepared by KOA Associates. The noise contours have also been illustrated on Figure 7.3-2 (Existing Roadway Noise Contours). The calculated noise levels are presented in Table 7.3-17 (Existing Roadway Noise Levels) along with the distances to various noise level contours.

SENSITIVE RECEPTORS

Sensitive land uses are those uses that have associated human activities that may be subject to stress or significant interference from noise such as residences, schools, childcare facilities, religious institutions, hospitals, libraries, parks and recreational facilities, health care facilities, convalescent centers, and retirement homes. Various standards have been developed to address the compatibility of land uses with noise levels. The applicable standards are presented in the following discussion. The standards place special emphasis on land uses that are considered to be sensitive to high noise levels.

The City of La Habra contains many of these different land uses, including residences, health care facilities, retirement homes, convalescent centers, parks and recreational facilities, public and private schools, religious institutions, and childcare facilities. As illustrated in Figure 7.3-2, sensitive uses located adjacent to Imperial Highway, between Beach Boulevard and Idaho Street; along La Habra Boulevard, between Cypress Street and Harbor Boulevard; and along Whittier Boulevard, between Hacienda Road and Idaho Street would regularly experience noise levels of up to 70 dBA CNEL. Sensitive uses located along arterials such as Lambert Road, Beach Boulevard, Whittier Boulevard, Imperial Highway, and Harbor Boulevard would experience noise levels up to 65 dBA CNEL.

[5] Hendriks, Rudolf W. 1987. *California Vehicle Noise* Emission Levels (FHWA/CA/TL-87/03).

CITY of LA HABRA
General Plan Update

EXISTING ROADWAY NOISE CONTOURS

Legend

Roadway Noise Contours

- 70 CNEL
- 65 CNEL
- 60 CNEL
- La Habra City Limits
- County Boundary
- Railroad

Note:
The East –West designation occurs at Euclid Street.

The North-South designation occurs at La Habra Boulevard.

Source: City of La Habra, December 2010
Date Revised: April 25, 2011
TBR/Existing_Noise_Contours.mxd

Miles
0 0.125 0.25 0.5

Figure 7.3-2

Table 7.3-17 Existing Roadway Noise Levels				
Roadway Segment	*Reference CNEL at 100 feet*	*Distance to Noise Contour*		
		70 CNEL	*65 CNEL*	*60 CNEL*
Beach Boulevard				
La Habra Blvd to Lambert Rd	65.9	—	116	249
Imperial Hwy to South City Limits	67.0	—	136	292
Cypress Street				
La Habra Blvd to Lambert Rd	55.0	—	—	46
Euclid Street				
La Habra Blvd to Lambert Rd	60.1	—	47	102
Imperial Hwy to South City Limits	61.0	—	54	116
Hacienda Road				
North City Limits to Whittier Blvd	61.6	—	59	128
Harbor Boulevard				
North City Limits to Whittier Blvd	65.1	—	101	218
La Habra Blvd to Lambert Rd	63.8	—	83	178
Imperial Hwy to South City Limits	64.0	—	85	184
Idaho Street				
La Habra Blvd to Lambert Rd	60.3	—	—	105
Imperial Hwy to South City Limits	60.7	—	52	112
Imperial Highway				
Beach Blvd to Idaho St	66.7	60	129	278
Cypress St to Harbor Blvd	59.1	—	—	87
La Habra Boulevard				
Beach Blvd to Idaho St	62.1	—	64	138
Cypress St to Harbor Blvd	62.3	31	66	142
Lambert Road				
Beach Blvd to Idaho St	64.9	—	98	211
Cypress St to Harbor Blvd	65.3	—	105	226
Monte Vista Street				
La Habra Blvd to Lambert Rd	52.5	—	—	—
Palm Street				
Whittier Ave to La Habra Blvd	56.7	—	—	60

Table 7.3-17 Existing Roadway Noise Levels				
Roadway Segment	*Reference CNEL at 100 feet*	*Distance to Noise Contour*		
		70 CNEL	*65 CNEL*	*60 CNEL*
Valley Home Avenue				
Whittier Blvd to La Habra Blvd	54.3	—	—	42
Walnut Street				
La Habra Blvd to Lambert Rd	56.1	—	—	55
Whittier Boulevard				
Hacienda Rd to Idaho St	65.7	52	112	241
Cypress St to Harbor Blvd	63.7	—	82	176

SOURCE: Atkins (2011).

CNEL stands for the Community Noise Equivalent Level, which is a 24-hour average Leq with a 10 dBA "weighting" added to noise during the hours of 10:00 pm to 7:00 am, and an additional 5 dBA weighting during the hours of 7:00 pm to 10:00 pm to account for noise sensitivity in the evening and nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour Leq would result in a measurement of 66.7 dBA CNEL.

Issues/Implications

- The existing ambient noise measurement data indicate the City regularly experiences noise levels that exceed the General Plan Standard of 60 dBA at all 12 locations for the majority of the 24-hour period. It is important to note that the noise measurements were taken adjacent to the roadway, approximately three to five feet from adjacent property line and do not take into account noise attenuating factors that are a part of developments (i.e., cinder block walls or building structures). It is also important to note that because the noise measurements occurred over a 24-hour period, it is not possible to determine the source of noise that generated the L_{max} for each hour; however, when spikes in noise were captured by the monitoring equipment it can be assumed that typical urban noise generators were the cause such as landscaping equipment, emergency vehicle sirens, motorcycles, or heavy trucks passing in the vicinity of the monitoring equipment.
- To put the General Plan Standard of 60 dBA into perspective, 65 dBA (or 5 dBA greater than the standard) is the noise level typically of someone speaking at a normal level at three feet in distance.
- Reducing noise levels in existing development is a greater challenge than in new development due to the cost associated with retrofitting existing buildings with noise reducing insulation and will require distinct actions to address this issue. Typical receptors that are sensitive to noise are located throughout La Habra and include residences, schools, child care centers, hospitals, long-term health care facilities, convalescent centers, and retirement homes.
- Continued population growth and economic development will increase the amount of noise sources within the La Habra planning area. The primary source of increased noise levels will be motor vehicles on arterials and secondary roadways.
- Measures available to address significant traffic noise increases in these residential areas are limited. Proven attenuation measures would include retrofitting of existing residential uses with double paned windows and sound insulation, or the development of continuous noise barriers at curbside along the entire length of the identified roadways. These measures would likely not be

feasible and would be dependent on factors that would be beyond the control of the City to implement. The City would need to prepare an acoustical study for each residential use along roadways that exceed the 60 dBA General Plan baseline, perform noise measurements and other tests within these private residential units, and install structural noise attenuation features and verify the effectiveness. Further, it is unknown whether the proper attenuation would be achievable at every impacted property. While double paned windows would serve to reduce interior noise levels, the age of structures is a factor and may not make it feasible to reduce noise levels. Additionally, it is possible that older structures may not have air conditioning or other internal cooling mechanisms, and as such, open windows provide the main source of ventilation and cooling for these structures. Residents may have to choose between open windows for ventilation or closed windows for sound attenuation. In other cases, the structure may have to be entirely rebuilt in order to achieve the proper attenuation level.

- Future development would lead to an increase in construction noise levels throughout the City.
- As the City seeks to redevelop underutilized infill parcels, the potential for incompatible onsite and adjacent land uses could occur due to new residential uses being located in areas previously designated for commercial and/or industrial uses and vice versa.
- Continued development will increase the amount of stationary noise sources within the La Habra planning area, as new developments would require HVAC and other stationary noise generators.
- Development outside the control of the City from adjacent communities and the greater southern California region will result in increased motor vehicle trips on arterial and secondary roadways as pass through traffic.

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7.4 HAZARDOUS WASTE

Introduction and Background

This section provides information on hazardous materials and hazardous waste management in the City of La Habra. Hazardous materials or waste is generally considered any substance that due to its quantity, concentration, physical or chemical characteristics poses a significant present or potential hazard to human health and safety or to the environment if released, including liquid chemicals, gases, waste oils, and solvents utilized in commercial-industrial processes or as cleaning solutions and/or paints commonly used in residential dwellings.

Information for this section was obtained from the City of La Habra website, the California Department of Toxic Substance Control (DTSC), Orange County Health Care Agency (HCA) Environmental Health Division, City of La Habra Hazard Mitigation Plan (HMP), City of La Habra Emergency Response Plan (ERP), State Water Resources Control Board (SWRCB), and the U.S. Environmental Protection Agency (USEPA).

Regulatory Framework

FEDERAL

Several federal agencies regulate hazardous materials. These include the USEPA, the Occupational Safety and Health Administration (OSHA), and the U.S. Department of Transportation (USDOT). Applicable federal regulations are contained primarily in Titles 10, 29, 40, and 49 of the Code of Federal Regulations (CFR). The USDOT has developed regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation. The U.S. Postal Service (USPS) has developed additional regulations for the transport of hazardous materials by mail. USDOT regulations specify packaging requirements for different types of materials. USEPA has also promulgated regulations for the transport of hazardous wastes. These more stringent requirements include tracking shipments with manifests to ensure that wastes are delivered to their intended destinations. Specific federal laws and regulations pertaining to hazardous materials from the above-mentioned agencies and other acts are described below.

FEDERAL POLLUTION PREVENTION ACT OF 1990

Under the Federal Pollution Prevention Action of 1990 when a Uniform Hazardous Waste Manifest is signed, a generator is also signing a waste minimization certification statement. Large quantity generators (>2,200 pounds per month) are certifying that a program is in place to minimize the volume and toxicity of waste produced to the extent determined to be economically practicable. Small quantity generators (<2,200 pounds per month) are certifying that they have made a good faith effort to minimize the waste generated and have selected the best waste management method.

FEDERAL WATER POLLUTION CONTROL ACT OF 1972 (CLEAN WATER ACT)

The Clean Water Act (CWA) governs the control of water pollution in the United States. The CWA includes the National Pollutant Discharge Elimination System (NPDES) program, which requires that

permits be obtained for point discharges of wastewater. The CWA also requires that storm water discharges be permitted, monitored, and controlled for public and private entities.

RESOURCE CONTROL AND RECOVERY ACT OF 1974

The Resource Control and Recovery Act of 1974 (RCRA) was enacted as the first step in the regulation of the potential health and environmental problems associated with solid hazardous and non-hazardous waste disposal. RCRA and the formation of the USEPA to implement RCRA provide the framework for national hazardous waste management, including tracking hazardous wastes from point of origin to ultimate disposal.

COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION AND LIABILITY ACT OF 1980

Under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, owners and operators of real estate where there is hazardous substances contamination may be held strictly liable for the costs of cleaning up contamination found on their property. No evidence linking the owner/operator with the placement of the hazardous substances on the property is required. CERCLA, also known as Superfund, established a fund for the assessment and remediation of the worst hazardous waste sites in the nation. Exceptions are provided for crude oil wastes that are not subject to CERCLA.

In 1986, Congress established the "innocent landowner defense" in the 1986 amendments to CERCLA known as the Superfund Amendments and Reauthorization Act (SARA). To establish innocent landowner status, the landowner "must have undertaken, at the time of acquisition, all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial and customary practice in an effort to minimize liability." In an effort to clarify what constitutes "all appropriate inquiry," the American Society for Testing and Materials (ASTM) has developed a standard that provides specific definition of the steps one should take when conducting a "due diligence" environmental site assessment for commercial real estate.

HAZARDOUS AND SOLID WASTE AMENDMENTS OF 1984

The Hazardous and Solid Waste Amendments (HSWA) of 1984 was enacted to close RCRA loopholes and specifically regulate leaking underground storage tanks.

ASBESTOS HAZARD EMERGENCY RESPONSE ACT OF 1986

The Asbestos Hazard Emergency Response Act (AHERA) of 1986 is the federal legislation that governs the management and abatement of asbestos-containing materials in buildings.

HAZARDOUS WASTE SOURCE REDUCTION AND MANAGEMENT REVIEW ACT OF 1989

Any generator who routinely generates more than 13.2 tons (12,000 kilograms) of hazardous waste or 26.4 pounds (12 kilograms) of extremely hazardous waste is subject to the Hazardous Waste Sound Reduction and Management Review Act of 1989. This includes dilute aqueous hazardous waste streams when calculating the total quantity of waste generated. Generators subject to the Act must prepare a Source Reduction Evaluation Plan, Hazardous Waste Management Performance Report, and Summary Progress Report.

NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS; ASBESTOS, 40 CODE OF FEDERAL REGULATIONS PART 61

40 CFR Part 61 requires the assessment and proper removal of asbestos-containing materials that could release asbestos when disturbed prior to the demolition of buildings.

UNIFORM FIRE CODE

The Uniform Fire Code includes specialized technical fire and life safety regulations which apply to the construction and maintenance of buildings and land uses. Topics addressed in the Code include hazardous materials storage and use and many other general and specialized fire-safety requirements for new and existing buildings.

S T A T E

CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY

The California Environmental Protection Agency (Cal/EPA) has broad jurisdiction over hazardous materials management in the state. Within Cal/EPA, the Department of Toxic Substances Control (DTSC) has primary regulatory responsibility for hazardous waste management and cleanup, while enforcement of regulations has been delegated to local jurisdictions, such as the Orange County Environmental Health Division. Along with the Department of Toxic Substances Control (DTSC), the Regional Water Quality Control Board (RWQCB) is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. RWQCB regulations are contained in Title 27 of the California Code of Regulations (CCR). Additional state regulations applicable to hazardous materials are contained in Title 22 of the CCR. Title 26 of the CCR is a compilation of those sections or titles of the CCR that are applicable to hazardous materials.

DEPARTMENT OF TOXIC SUBSTANCES CONTROL

The state DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA of 1976, and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. In addition, DTSC reviews and monitors legislation to ensure that the position reflects the DTSC's goals. From these laws, DTSC's major program areas develop regulations and consistent program policies and procedures. The regulations spell out what those who handle hazardous waste must do to comply with the laws. Under RCRA, DTSC has the authority to implement permitting, inspection, compliance, and corrective action programs to ensure that people who manage hazardous waste follow state and federal requirements. As such, the management of hazardous waste in the City would be under regulation by the DTSC to ensure that state and federal requirements pertaining to hazardous waste are complied with. California law provides the general framework for regulation of hazardous wastes by the Hazardous Waste Control Law (HWCL) passed in 1972. DTSC is the state's lead agency in implementing the HWCL. The HWCL provides for state regulation of existing hazardous waste facilities, which include "any structure, other appurtenances, and improvements on the land, used for treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste."

BUSINESS PLAN ACT

In recognition of the dangers associated with keeping hazardous substances, the State Legislature has enacted several laws regulating the use and transport of identified hazardous materials. California's Hazardous Materials Release Response Plans and Inventory Law, sometimes called the "Business Plan Act," aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to possible hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on site, to prepare an emergency response plan, and to train employees to use the materials safely.

Chapter 6.95 of the California Health and Safety Code and Title 19 of the California Code of Regulation describes the requirements for chemical disclosure, business emergency plans, and community right to know programs. In particular, Chapter 6.95 requires all businesses using hazardous materials to inform local government agencies of the types and quantities of materials stored on site. This disclosure enables emergency response agencies to respond quickly and appropriately to accidents involving dangerous substances.

The State requires the owner or operator of any business that handles hazardous materials in quantities equal to or greater than 55 gallons, 500 pounds, or 200 cubic feet of gas at standard temperature and pressure, to develop and submit a business plan. The California Office of Emergency Services (OES), acting pursuant to Health and Safety Code Section 25503.3, has developed a single comprehensive hazardous materials inventory form for businesses to use to submit their individual hazardous materials inventories. This form contains all state and federally required inventory information. Use of this form is mandatory.

TANNER ACT

Although there are numerous state policies dealing with hazardous waste materials, the most comprehensive is the Tanner Act (Assembly Bill 2948) that was adopted in 1986. The Tanner Act governs the preparation of hazardous waste management plans and the siting of hazardous waste facilities in the State of California. To be in compliance with the Tanner Act, local or regional hazardous waste management plans need to include provisions that define (1) the planning process for waste management, (2) the permit process for new and expanded facilities, and (3) the appeal process to the State available for certain local decisions.

ASSEMBLY BILL 826 PERCHLORATE CONTAMINATION PREVENTION ACT

Assembly Bill (AB) 826 by Assembly member Hannah-Beth Jackson (D-Santa Barbara) establishes a statewide database connecting Cal/EPA's hazardous waste materials with data from local agencies. The bill, called the Perchlorate Contamination Prevention Act, directed the DTSC to develop best management practices for perchlorate by December 31, 2005. These management practices will ensure that perchlorate and perchlorate materials are handled in a safe manner and that there is consistent statewide management of perchlorate. The City of La Habra is responsible for providing hazardous waste materials data to Cal/EPA and ensuring that perchlorate facilities are in compliance with AB 826 regulations.

HAZARDOUS MATERIALS TRANSPORTATION

Section 31303 of the California Vehicle Code and USDOT regulations state that hazardous materials being directly transported from one location to another ("through-transport") must use routes with the least overall travel time (e.g., major roadways/highways instead of local streets). However, local roadways can be used for deliveries and pickups of hazardous materials and wastes to or from a specific location. The California Highway Patrol (CHP) and Caltrans are the enforcement agencies for hazardous materials transportation regulations in the planning area. Transporters of hazardous materials and waste are responsible for complying with all applicable packaging, labeling, and shipping regulations. The California OES also provides emergency response services involving hazardous materials incidents.

WORKER AND WORKPLACE HAZARDOUS MATERIALS SAFETY

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle. For example, manufacturers are to appropriately label containers, Material Safety Data Sheets are to be available in the workplace, and employers are to properly train workers.

HAZARDOUS MATERIALS IN STRUCTURES

Asbestos is regulated as a hazardous air pollutant under the Clean Air Act and is also regulated as a potential worker safety hazard under the authority of the OSHA. The Cal/OSHA considers asbestos-containing building material a hazardous substance when a bulk sample contains more than 0.1 percent asbestos by weight. Cal/OSHA requires that a qualified contractor licensed to handle asbestos materials handle any material containing more than 0.1 percent asbestos by weight. Any activity that involves cutting, grinding, or drilling during building renovation or demolition, or relocation of underground utilities, could release friable asbestos fibers unless proper precautions are taken.

Several regulations and guidelines pertain to abatement of and protection from exposure to asbestos-containing materials (ACM) and lead-based paint. These include Construction Safety Orders 1529 (pertaining to ACM) and 1532.1 (pertaining to lead-based paint) from Title 8 of the CCR, and Part 61, Subpart M, of the CFR (pertaining to ACM). These rules and regulations prohibit emissions of asbestos from asbestos-related demolition or construction activities, require medical examinations and monitoring of employees engaged in activities that could disturb asbestos, specify precautions and safe work practices that must be followed to minimize the potential for release of asbestos fibers, and require notice to federal and local government agencies prior to beginning renovation or demolition that could disturb asbestos. In California, ACBM and lead-based paint abatement must be performed and monitored by contractors with appropriate certification from the California Department of Health Services.

SITING OF SCHOOLS ON OR NEAR SOURCES OF HAZARDOUS MATERIALS

The California Education Code (Sections 17210 et seq.) outlines the requirements of siting school facilities near or on known or suspected hazardous materials sites, or near facilities that emit hazardous

air emissions, handle hazardous or acutely hazardous materials, substances, or waste. The code requires that, prior to commencing the acquisition of property for a new school site, an environmental site investigation be completed to determine the health and safety risks (if any) associated with the site. Recent legislation and changes to the Education Code identify DTSC's role in the assessment, investigation, and cleanup of proposed school sites. All proposed school sites that receive state funding for acquisition and/or construction must go through a comprehensive investigation and cleanup process under DTSC oversight.

DTSC is required to be involved in the environmental review process to ensure that selected properties are free of contamination, or if the property is contaminated, that it is cleaned up to a level that is protective of students and faculty who will occupy the new school. All proposed school sites must be suitable for residential land use, which is DTSC's most protective standard for children.

REGIONAL

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for six Southern California counties—Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial. SCAG's Regional Comprehensive Plan (2008) Solid Waste chapter provides information for further cooperation and dialogue among the region's counties and cities, the regional councils of government, and the state in its individual efforts to plan for current and future solid waste management, including recommendations to reduce or eliminate the use of hazardous substances or materials in the manufacturing of products.

In addition, along with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council, SCAG is responsible for preparing the Southern California Hazardous Waste Management Plan pursuant to the California Health and Safety Code. SCAG's Energy and Environment Committee (EEC) considers environmental and energy-related issues of regional significance including hazardous waste.

HEALTH AND HAZARDOUS MATERIALS DIVISION, LOS ANGELES COUNTY CERTIFIED UNIFIED PROGRAM AGENCY

The Health and Hazardous Materials Division (HHMD) is part of the Los Angeles County Fire Department's (LACoFD) Prevention Services Bureau. The LACoFD is the Certified Unified Program Agency (CUPA) for the majority of Los Angeles County cities, with the exception of the cities of El Segundo, Glendale, Long Beach, Los Angeles, Santa Fe Springs, Santa Monica, and Vernon.[1] As a CUPA, the LACoFD manages the following hazardous materials and hazardous waste programs: the Hazardous Waste Generator Program, Hazardous Materials Release Response Plans and Inventory Program, Cal-ARP (California Accidental Release Prevention) Program, the Aboveground Storage Tank Program, and the Underground Storage Tank Program. The LACoFD works with the City of Los Angeles and City of Santa Monica CUPAs as a Participating Agency (PA) for hazardous waste programs. The LACoFD is the PA in Orange County for La Habra's hazardous materials program and coordinates activities with Orange County, where applicable.

[1] These cities are the CUPAs within their own jurisdictions.

ORANGE COUNTY HAZARDOUS WASTE MANAGEMENT PLAN

Developed pursuant to the Tanner Act (AB 2948), the Orange County Hazardous Waste Management Plan (HWMP) identifies current and projected future hazardous waste generation and management needs throughout the County. The HWMP provides a framework for the development of facilities to manage hazardous wastes (i.e., facility siting criteria). The County HWMP addresses only those hazardous waste issues with which local governments have responsibilities, namely land use decisions. The County and cities within Orange County are required to implement facility siting policies and criteria within local planning and permitting processes. The City is required to take one of three actions:

1. Adopt a City hazardous waste management plan.
2. Incorporate by reference all applicable portions of the County Plan into its General Plan.
3. Enact an ordinance requiring all applicable land use permitting and decisions to be consistent with the siting criteria set forth in the County HWMP.

The City of La Habra has adopted by reference the applicable portions of the County HWMP into its Municipal Code, Title 18 (Zoning), Chapter 8.36 (Hazardous Waste Facility).

L O C A L

CITY OF LA HABRA MUNICIPAL CODE, TITLE 8 (HEALTH AND SAFETY), CHAPTER 8.36 (HAZARDOUS MATERIAL DISCLOSURE)

The City of La Habra City Council believes hazardous substances and hazardous wastes which are present in the community may pose acute and chronic health hazards to individuals who live and work in La Habra if exposed to such substances as a result of fires, spills, industrial accidents, or other types of releases or emissions. Emergency service personnel in the City have a need to know of the use and dangers of hazardous materials in the community in order to plan for and respond to potential emergencies and exposure to such materials.

Title 8 (Health and Safety), Chapter 8.36 (Hazardous Material Disclosure) of the La Habra Municipal Code require sets forth a system of disclosure that provides information essential to firefighters, health officials, planners, elected officials and other emergency service personnel in meeting their responsibilities for the health and welfare of the community. Chapter 8.36 also implements the community's right and need for basic information on the use and disposal of hazardous materials in La Habra and provides for an orderly system for the provision of such information.

CITY OF LA HABRA MUNICIPAL CODE, TITLE 18 (ZONING), CHAPTER 18.58 (HAZARDOUS WASTE FACILITY)

Title 18 (Zoning), Chapter 18.58 (Hazardous Waste Facility) of the La Habra Municipal Code establishes uniform standards, land use regulations, and a permit process for controlling the location, design, maintenance and safety of off-site hazardous waste facilities. The specific requirements of Chapter 18.58 are applicable to the siting and development of off-site hazardous waste treatment,

storage, transfer, and disposal facilities.[2] Chapter 18.58 also implements general plan policies regarding hazardous waste management facilities pursuant to Assembly Bill 2948, Senate Bill 477, Section 6.5 of the California Health and Safety Code, and Program A-3 in the Orange County Hazardous Waste Management Plan.

CITY OF LA HABRA HAZARD MITIGATION PLAN

The City of La Habra and other local districts are required to adopt a state approved Multi-Hazard Mitigation Plan per the Disaster Mitigation Act of 2000 (DMA 2000, Public 106-390-Oct.30, 2000). The La Habra Hazard Mitigation Plan (HMP) (October 2007) provides a strategic planning tool for the reduction of or prevention of injury and damage from hazards identified within the City. The City's Hazard Mitigation Goals and Objectives identify a range of specific strategic potential actions to achieve the respective Goals and/or Objectives. The primary goal related to hazardous waste as identified in the La Habra HMP is to reduce vulnerability to hazardous material releases by identifying and regulating hazardous material facilities.

CITY OF LA HABRA HAZARD EMERGENCY RESPONSE PLAN

The City's Emergency Response Plan (ERP) (August 2005) determines the actions to be taken by the City to prevent disasters where possible, reduce the vulnerability of residents to any disasters that cannot be prevented, establish capabilities for protecting citizens from the effects of disasters, respond effectively to the actual occurrence of disasters, and provide for recovery in the aftermath of any emergency involving extensive damage or other debilitating influence on the normal pattern of life within the community. The response procedures and organization strategies provided in the ERP are a step-by-step guide to response and operations during the aforementioned events. The City of La Habra planning area is exposed to hazardous waste incidents, which have the potential to disrupt the community and cause localized damage and severe injury or disability.

Existing Conditions

HAZARDOUS MATERIALS USE

Hazardous materials are routinely used in industrial, manufacturing, and commercial businesses, as well as in hospitals and households. La Habra is home to over a dozen smaller manufacturing facilities, several more industrial production facilities, large commercial corridors with retail businesses, and 18,977 households in 2010.[3] Underground storage tanks (UST), primarily associated with retail gasoline stations are present throughout the planning area generally along Whittier Boulevard, La Habra Boulevard, Lambert Road, and Imperial Highway running east/west and Beach Boulevard and Harbor Boulevard running north/south. According to the State Water Resources Control Board (SWRCB)

[2] "Off-Site Hazardous Waste Facility" means any structures, other appurtenances and improvements on the land, and all contiguous land serving more than one producer of hazardous waste and used for the treatment, transfer, storage, resource, recovery, disposal, or recycling of hazardous waste including but not limited to: Incineration facility (i.e., rotary kiln, fluid bed, etc.); Residual repository (receives only residuals from hazardous waste treatment facilities); Stabilization/solidification facilities; Chemical oxidation facilities; Neutralization/precipitation facilities; or Transfer/storage facilities. (*La Habra Municipal Code*, Title 18 [Zoning], Chapter 18.58 [Hazardous Waste Facility], Section 18.58.120 [Definitions]).

[3] U.S. Census Bureau, American FactFinder, Fact Sheet: La Habra city, California, 2010.

GeoTracker database, there are 100 permitted UST facilities in the La Habra planning area.[4] These tanks are required to be permitted and inspected by the Orange County Health Care Agency (HCA) Environmental Health Division.[5]

HAZARDOUS WASTE

The primary sources of hazardous waste originating in the La Habra planning area are from automotive and transportation-related businesses, dry cleaners, and industrial facilities. Businesses generating between 100 and 1,000 kilograms (approximately 220 to 2,200 pounds) of hazardous waste per month ("small quantity generators") and businesses that generate more than 1,000 kilograms (2,200 pounds) of hazardous waste, or over 1 kilogram (2.2 pounds) of acutely hazardous waste per month ("large quantity generators") must operate in compliance with the federal RCRA and HSWA laws and regulations.

Nearly 45 small quantity generators—automotive shops, automotive dealership, printing company, dry cleaners, a building materials supplier, a high school district bus transit facility, and gas stations—were found in operation within La Habra. The primary wastes generated by these facilities are used waste oils and hazardous solvents. Hazardous wastes from these facilities are removed and transported out of La Habra to disposal and/or treatment sites that are licensed by the state. There was no large-quantity hazardous waste generators found to be still operating in the planning area.[6]

HOUSEHOLD HAZARDOUS WASTE

Household hazardous waste (e.g., paint, oil, batteries, oil filters, household chemicals, and household cleaners) can be harmful if not handled properly. The City encourages homeowners to dispose of household hazardous waste at collection centers. Orange County has four household hazardous waste collection centers for Orange County residents and the nearest center for La Habra residents is in Anaheim at the CVT Recycling Center located at 1071 North Blue Gum Street.[7] Five automotive service businesses in La Habra provide used oil recycling drop-off centers where residents can recycle used oil—Kragen Auto (1621 W. Whittier Boulevard), Firestone (1071 S. Beach Boulevard), Pep Boys (125 W. Imperial Highway), and Auto Zone (1200 W. Imperial Highway).[8] The City's contracted waste hauler, Waste Management of Orange County, in collaboration with the City's Public Works Department also conducts annual household hazardous waste community clean up events where residents can bring their items to the La Habra Public Works City Yard. Additionally, it should be noted that specific household hazardous waste generation rates for the City of La Habra were not found.

[4] State Water Resource Control Board, GeoTracker Database, http://geotracker.swrcb.ca.gov/map/?CMD=runreport&myaddress=la+habra%2C+ca (accessed January 14, 2011).
[5] Orange County Environmental Health Division Health Care Agency, Underground Storage Tank Program, http://www.occupainfo.com/ust.htm (accessed January 13, 2011).
[6] City-Data.com, 90631 Zip Code Detailed Profile, http://www.city-data.com/zips/90631.html (accessed April 4, 2011).
[7] City of La Habra, Waste Disposal Program, http://www.lahabracity.com/article.cfm?id=128 (accessed January 13, 2011).
[8] City of La Habra, Waste Disposal Program, http://www.lahabracity.com/article.cfm?id=128 (accessed January 13, 2011).

EXISTING HAZARDOUS MATERIAL SITES

The oversight of hazardous materials release sites often involves several different agencies that may have overlapping authority and jurisdiction. The California Department of Toxic Substance Control (DTSC) and the Regional Water Quality Control Board (RWQCB) are the two primary state agencies responsible for issues pertaining to hazardous materials release sites. Air quality issues related to remediation and construction at contaminated sites are also subject to federal and state laws and regulations that are administered at the local level. Investigation and remediation activities that would involve potential disturbance or release of hazardous materials must comply with applicable federal, state, and local hazardous materials laws and regulations. DTSC has developed standards for the investigation of sites where hazardous materials contamination has been identified or could exist based on current or past uses. The standards identify approaches to determining if a release of hazardous wastes/substances exists at a site and delineating the general extent of contamination; estimating the potential threat to public health and/or the environment from the release and providing an indicator of relative risk; determining if an expedited response action is required to reduce an existing or potential threat; and completing preliminary project scoping activities to determine data gaps and identifying possible remedial action strategies to form the basis for development of a site strategy.

Historic and current land uses in which hazardous materials were used have the potential to cause environmental contamination (soil and water) as a result of inadvertent releases, improper disposal methods, or if the materials were used before the enactment of laws and regulations governing the use. The sites in the La Habra planning area that are being investigated and/or cleaned up are described below, based on information contained in government agency databases and readily available reports.

HAZARDOUS MATERIALS CLEANUP SITES

The DTSC maintains a database containing information on properties in California where hazardous substances have been released, or where the potential for a release exists. This database is known as EnviroStor (replaced the database formerly known as “CalSites”) and is one of a number of lists that comprise the “Cortese List” (a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5). EnviroStor provides a brief history of cleanup activities, contaminants of concern, and scheduled future cleanup activities. Table 7.4-1 (Hazardous Materials Cleanup Sites in La Habra) lists eight sites found in the City of La Habra on the EnviroStor database. None are currently active sites.

LEAKING UNDERGROUND STORAGE TANKS

Prior to comprehensive regulation beginning in the early 1980s, older underground storage tanks—primarily used for gasoline—were single-walled steel tanks. The State of California now requires replacement of older tanks with new double-walled tanks with flexible connections and monitoring systems; however, many of the older tanks have leaked as a result of corrosion and detached fittings. Extensive federal and state legislation addresses underground fuel storage tanks (USTs), including replacement and cleanup. The SWRCB has been designated the lead regulatory agency in the development of UST regulations and policy. State law and regulations pertaining to USTs are in the California Health and Safety Code, Chapter 6.7, and the California Code of Regulations (CCR) Title 23, commonly referred to as the “California Underground Storage Tank Regulations.” State programs include leak reporting and investigation regulations, and standards for clean up and remediation. UST cleanup programs exist to fund the remediation and contaminated soil and groundwater caused by

Table 7.4-1 Hazardous Materials Cleanup Sites in La Habra			
Site Name	*Site Type*	*Cleanup Status*	*Address Description*
76 Station (#3494)	Evaluation	Refer: 128 Local Agency	100 E. Whittier Blvd
Arnold Circuits	Historical/Tiered Permit	Refer Other Agency	310 E. 4th Ave
Bird Building Materials	Evaluation	Refer: 128 Local Agency	311 E. 4th St
Chevron Research Facility	Evaluation	Refer: 128 Local Agency	1100 S. Beach Blvd
Crosby Fruit Products Co.	Historical	No Further Action	300 S. Main St
La Habra High School	School Investigation	No Further Action	801 W. Highlander Ave
La Habra Westridge Plaza	Evaluation	Refer: 128 Local Agency	1380 S. Beach Blvd
Sonora High School	School Investigation	No Further Action	401 S. Palm St

SOURCE: Department of Toxic Substance Control, EnviroStor Site List, http://www.envirostor.dtsc.ca.gov/public/search.asp?basic=True, accessed January 13, 2011.

"No Further Action" indicates a completed site where DTSC determined after investigation, that the property does not pose a problem to public health or the environment.

"Inactive-Needs Evaluation" identifies non-active sites where DTSC has determined a PEA or other evaluation is required.

"Refer: 1248 Local Agency" identifies sites that were referred to a local agency (through the SB 1248 determination process) to supervise the cleanup of a simple waste release.

"Refer: Other Agency" identifies sites that, based on limited information available to DTSC, appear to be more appropriately addressed by another state or local environmental regulatory agency.

leaking tanks. California's program is more stringent than the federal program, requiring that all tanks be double-walled, and prohibiting gasoline delivery to non-compliant tanks.

Locally, the Orange County Health Care Agency (HCA) Environmental Health Division has been designated by the County Board of Supervisors as the agency to enforce the Underground Storage Tank (UST) program. The HCA Underground Storage Tank Program regulates approximately 7,000 of the 9,500 underground tanks in Orange County, with the exception of UST's in the cities of Anaheim, Fullerton, Orange, and Santa Ana. HCA's comprehensive program includes conducting regular inspections of underground tanks, oversight of new tank installations, issuance of permits, regulation of repair and closure of tanks, ensuring the mitigation of leaking underground storage tanks, pursuing enforcement action, and educating and assisting the industries and general public about the laws and regulations governing underground storage tanks.[9]

The SWRCB maintains a listing of leaking underground storage tank (LUST) cleanup sites and remediation actions occurring within the City on the GeoTracker database. As of January 14, 2011, there were 89 cases in the planning area listed in the LUST database. Of these, 16 are active open cases. Table 7.4-2 (Leaking Underground Storage Tank Cleanup Sites in La Habra) lists active LUST sites.

COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION, AND LIABILITY INFORMATION SYSTEM, "SUPERFUND," OR OTHER LISTED SITES

As discussed above, CERCLA is a regulatory or statute law developed to protect the water, air, and land resources from the risks created by past chemical disposal practices. As of January 2011, there are no

[9] Orange County Environmental Health Division Health Care Agency, Underground Storage Tank Program, http://www.occupainfo.com/ust.htm (accessed January 13, 2011).

"active" NPL sites within the planning area listed in the CERCLIS system; however, there are four sites listed as archived[10] with a status of "Not NPL"—Arnold Circuits (310 E 4th Avenue), Chevron Oil Field Research Co (3282 Beach Blvd.), Crosby Fruit Products Co. (300 South Main Street), and Delst, Inc. (540 East Jamie Avenue).[11] These No Further Remedial Action Planned (NFRAP) sites do not qualify for the NPL based on existing information.

Table 7.4-2 Leaking Underground Storage Tank Cleanup Sites in La Habra

Facility	*Address*	*Cleanup Status*	*Potential Contaminants of Concern*
Tosco - 76 #3494	100 E. Whittier Blvd	Open—Assessment and Interim Remedial Action	Gasoline
Target Enterprises	681 S. Beach Blvd	Open—Assessment and Interim Remedial Action	Gasoline
Mobil #18-F34	1124 E. La Habra Blvd	Open—Remediation	Gasoline, Waste Oil/Motor/ Hydraulic/Lubricating
Mobil #18-H9N	1199 S. Beach Blvd	Open—Remediation	Gasoline
Rapid Gas Station #25	601 W. Imperial Hwy	Open—Remediation	Gasoline
G & M Oil #03	110 S. Harbor Blvd	Open—Remediation	Gasoline
Tosco—76 #5277	750 N. Harbor Blvd	Open—Remediation	Gasoline
Thrifty Oil #301	101 E. Whittier Blvd	Open—Remediation	Gasoline
Chevron #9-6496	1950 W. Imperial Hwy	Open—Site Assessment	Gasoline
Mark C. Bloome Tire Center	2000 W. Whittier Blvd	Open—Site Assessment	Gasoline
Shell Oil	101 W. Imperial Hwy	Open—Site Assessment	Gasoline
ARCO #9675	101 E. Whittier Blvd	Open—Site Assessment	Gasoline
CVS	777 S. Harbor Blvd	Open—Verification Monitoring	Chlorinated Hydrocarbons, Diesel, Gasoline, Waste Oil/Motor/ Hydraulic/Lubricating
Mobil #18-KA8	1701 W. Whittier Blvd	Open—Verification Monitoring	Gasoline, Other Petroleum, Waste Oil/Motor/Hydraulic/Lubricating
Mobil #18-E13	1950 W. La Habra Blvd	Open—Verification Monitoring	Gasoline
Chevron #9-9737	2001 W. La Habra Blvd	Open—Verification Monitoring	Gasoline

SOURCE: State Water Resource Control Board, GeoTracker database, http://geotracker.swrcb.ca.gov/map/?CMD=runreport&myaddress=la+habra%2C+ca, accessed January 14, 2011.

[10] The Archive designation indicates the site has no further interest under the NPL/Superfund Program based on available information, although the archive designation can be removed and the site can be returned to the CERCLIS inventory if additional information from subsequent assessments and/or from cleanup work is necessary.
[11] U.S. Environmental Protection Agency Superfund Information Systems. CERCLIS Database. http://cfpub.epa.gov/supercpad/cursites/srchsites.cfm (accessed January 13, 2011).

HAZARDOUS MATERIALS INCIDENTS

The ongoing use and production of hazardous materials in La Habra pose real threats to the safety of the community. An accidental release of a hazardous substance into the environment has the potential to cause localized or widespread upset. Accidents, which result in chemical clouds or release of hazardous materials into public water or sewer systems, may affect outlying neighborhoods or the community at large. Depending upon the scale of the accident, large segments of the residential and the business populations may need to be evacuated quickly for extended periods of time. Effective emergency planning with regard to hazardous materials, therefore, requires the concentrated efforts of the fire and police departments as well as other public safety officials and private organizations, such as the Red Cross.[12]

The City of La Habra HMP identified hazardous materials release as a "moderately low" hazard with the potential to occur less than once every 50 years. Moderate building damage in a localized area, the potential for severe injury or disability, and minor loss of water, gas, electricity, sanitation, and roads are the anticipated consequences.[13]

EMERGENCY RESPONSE

The City of La Habra contracts with the Los Angeles County Fire Department (LACoFD) for fire suppression, emergency medical, and other support services within the La Habra planning area including first-response to hazardous materials spills. See Section 7.2 (Emergency Preparedness) of this Technical Background Report for more information on emergency response.

HAZARDOUS MATERIALS TRANSPORTATION

The ongoing transportation of hazardous materials in and through the City poses a constant threat to the safety of the community. Trucking on highways and local streets is the most common method of transporting hazardous substances and hazardous waste in and around the City of La Habra. With the exception of high-level radioactive materials and certain poisons and explosives, all classes of hazardous materials can be transported on major roadways within and adjacent to the planning area. The 57 Freeway (Orange Freeway) to the east of La Habra and State Route (SR)-39 (Beach Boulevard), SR-72 (Whittier Boulevard), and SR-90 (Imperial Highway) that intersect the City are the primary roadways on which hazardous materials are transported to, from, and through the planning area. Due to the volume of traffic and the nature of the materials transported, there is a heightened risk of a hazardous material leak or spill in La Habra.[14]

RAILROADS

The City of La Habra is bisected in an east/west direction by a Union Pacific (UP) Railroad line, in addition to a railroad spur west of and parallel to Harbor Boulevard running south of Imperial Highway. UP runs one freight train per day in each direction. Land uses along the rail line are at grade and generally include industrial warehouses and some residential neighborhoods. Crossings are also at grade.

[12] Risk Management Professionals, *City of La Habra Emergency Response Plan* (August 2005).
[13] Risk Management Professionals, *City of La Habra Hazard Mitigation Plan* (October 2007).
[14] Risk Management Professionals, *City of La Habra Emergency Response Plan* (August 2005).

Any shipper that chooses to use rail to transport hazardous materials may do so, provided the shipper and rail car(s) transporting the materials meet all federal rail safety rail transportation requirements for hazardous materials. The number of cars carrying hazardous materials on the rail lines through the planning area at any one time varies from train-to-train, as do the types and amounts of hazardous materials transported between origins and destinations. While the shippers and the railroads maintain comprehensive records where a rail car (including pressurized tanks carrying hazardous materials) is at any time, this information is not published or readily available to the general public.

Issues/Implications

- The greatest potential threat from leaking USTs is contamination of groundwater. There are 16 active open cases of LUST cleanup sites in La Habra under various levels of remediation actions. The potential contaminates of concern include gasoline, chlorinated hydrocarbons, diesel, other petroleum, waste oil, motor, hydraulic, and lubricating fluids.
- The La Habra Emergency Response Plan found that due to the volume of traffic and the nature of the materials transported through the City, there is a heightened risk of a hazardous material leak or spill in La Habra.
- Older buildings and structures in La Habra may contain asbestos, lead-based paints, or other hazardous materials in building materials.

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U.S. Census Bureau, American FactFinder, Fact Sheet: La Habra city, California, 2010.

U.S. Environmental Protection Agency Superfund Information Systems. CERCLIS Database. http://cfpub.epa.gov/supercpad/cursites/srchsites.cfm (accessed January 13, 2011).

APPENDIX D

Climate Action Plan

Appendices

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Draft

CITY OF LA HABRA

Climate Action Plan

September 2013

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ACRONYMS

AB 32	Assembly Bill 32, The California Climate Change Solutions Act of 2006
ATMS	Advanced Transportation Management Systems
ADWF	Average Daily Wastewater Flow
BAU	Business-As-Usual Scenario
BTU	British Thermal Unit
CARB	California Air Resources Board
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
Cal EPA	California Environmental Protection Agency
CAS	California Climate Adaption Strategy
CAT	Climate Action Team
CAP	Climate Action Plan
CCAT	California Climate Action Team
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CCTP	Climate Change Technology Program
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFC	Chlorofluorocarbons
C_2F_6	Hexafluoroethane
CF_4	Carbon Tetrafluoride
CH_4	Methane
CIWMB	California Integrated Waste Management Board
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
DPM	Diesel Particulate Matter
EMFAC2007	On-Road Emission Factors published by the CARB in 2007
GCC	Global Climate Change
GHG	Greenhouse Gas
GWh	Gigawatt Hours
GWP	Global Warming Potential
HFC	Hydrofluorocarbons

HFC-23	Trifluoromethane
HFC-134	Hydrofluorocarbon 134
HFC-152a	Difluoroethane
HVAC	Heating, Ventilation, Air Conditioning
IPCC	Intergovernmental Panel on Climate Change
Lbs/year	Pounds per Year
LEED	Leadership in Energy and Environmental Design
MMBTU	Million British Thermal Units
MT	Metric Tons
$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalent
$MMTCO_2e$	Million Metric Tons of Carbon Dioxide Equivalent
MWD	Metropolitan Water District of Southern California
MHh/year	Megawatt hours per year
MWh	Megawatt hours
N_2O	Nitrous Oxide
O_3	Ozone
OCMWD	Orange County Metropolitan Water District
OCSD	Orange County Sanitation District
OPR	California Office of Planning and Research
PSD	Prevention of Significant Deterioration
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCG	Southern California Gas Company
SIP	State Implementation Plan
SF_6	Sulfur Hexafluoride
SRI	Solar Reflective Index
UNFCCC	United Nations Framework Convention on Climate Change
URBEMIS 2007	Urban Emissions Model, version 9.2 published in June 2007
USEPA	United States Environmental Protection Agency
VMT	Vehicle miles traveled

EXECUTIVE SUMMARY

The City of La Habra is committed to providing a more livable, equitable, and economically vibrant community through the incorporation of sustainability features and reduction of greenhouse gas (GHG) emissions. By using energy more efficiently, harnessing renewable energy to power buildings, recycling waste, conserving water, and enhancing access to sustainable transportation modes, La Habra will keep dollars in the local economy, create new green jobs, and improve the community's quality of life. The efforts toward reducing GHG emissions described in this Climate Action Plan must be done in coordination with the City's land use decisions, and the foundation for planning and land use decisions is the City's 2035 General Plan goals, policies, and implementation programs. Through the Climate Action Plan, La Habra has established goals and policies that incorporate environmental responsibility into its daily management of transportation, energy, water, and solid waste to further the City's commitment.

The first step in completing the La Habra Climate Action Plan was to inventory the City's GHG emissions. Sources of emissions include transportation, electricity, and natural gas use; landscaping, water and wastewater pumping and treatment; and treatment and decomposition of solid waste. La Habra's community-wide GHG emissions for 2010, the base year, amounted to 284,089 metric tons of Carbon Dioxide Equivalent (CO_2e).

The projected business-as-usual emissions for the year 2020, based on population and housing growth estimates, are 316,935 metric tons of CO_2e. In order to reach the GHG reduction target, La Habra must offset this growth in emissions and reduce community-wide emissions to 241,476 metric tons of CO_2e by the year 2020. This 2020 reduction target is a 15% decrease from 2010 levels.

At the General Plan's horizon year of 2035, the projected business-as-usual emissions, based on population and housing growth estimates, are 333,694 metric tons of CO_2e. In order to continue reductions toward the ultimate 2050 statewide goal, and achieve within La Habra the regional 2035 reduction target set by the Southern California Association of Governments in the Sustainable Communities Strategy of the 2012 Regional Transportation Plan, La Habra must continue to offset the growth in emissions and reduce community-wide emissions to 198,862 metric tons of CO_2e by the year 2035. This 2035 reduction target is a 30% decrease from 2010 levels.

In order to reach the reduction target laid out in this Climate Action Plan, La Habra will need to implement the additional reduction measures described in this report. These measures encourage such strategies as energy efficient retrofits, land use and transportation coordination, water conservation, increased efficiency of the waste-to-energy process, and expanding tree planting.

Table ES-1 (Net Total Emissions Comparison) summarizes the community wide emissions for the 2010 base year, 2020 business-as-usual, and the reduced 2020 inventory with the inclusion of the reduction measures. In this CAP, business-as-usual (BAU) refers to continued operations and development of the City without the inclusion of recently-adopted or proposed sustainability initiatives. The BAU scenario describes how emissions would be in year 2020, if the emissions inventory continued to grow strictly based upon the land use growth projections for the City and the naturally occurring events that might change the character of emissions. Therefore, BAU follows a predominantly linear growth pattern.

Table ES-1 Net Total Emissions Comparison

	Metric tons of CO_2e				
Source Category	**2010**	**BAU 2020**	**Reduced 2020**	**BAU 2035**	**Reduced 2035**
Transportation	106,146	124,054	80,826	128,104	83,268
Energy	126,532	137,161	89,732	145,449	87,270
Area Sources	30,249	32,790	25,664	35,391	10,910
Water	5,312	5,758	3,739	6,215	3,729
Solid Waste	15,850	17,172	11,262	18,534	11,120
Total	**284,089**	**316,935**	**211,223**	**333,694**	**196,297**
Emission Reduction Target	**N/A**	**241,476**	**241,476**	**198,862**	**198,862**

SOURCE: Atkins (2013).
NOTE: Mass emissions of CO_2e shown in the table are rounded to the nearest whole number. Totals shown may not add up due to rounding.
BAU: business-as-usual.

La Habra has elected to be a green and sustainable community. To accomplish this, La Habra's community of residents, neighbors, workers, and visitors strive together, through a variety of methods, to balance ecological, economic, and social needs to ensure a clean, healthy, and safe environment for current members of society and for generations to come. The City of La Habra demonstrates its commitment to sustainability, air quality improvements, and the reduction of GHG emissions through a variety of programs and policies. The City's 2035 General Plan presents multiple tables summarizing, by Chapter and Section, applicable General Plan goals and policies that address climate change and the reduction of GHG emissions (Appendix A [General Plan 2035: Addressing Climate Change]).

Various federal and State policies have enacted programs that will also contribute to reduced GHG emissions in La Habra by the year 2020. Some of these policies include updated California building codes for energy efficiency, statewide recycling goals, renewable fuel standard, and federal Corporate Average Fuel Economy (CAFE) standards for cars and light trucks. By supporting the implementation of these measures, La Habra will experience substantial emissions reductions.

In addition to the emission reductions, this Climate Action Plan describes the cost savings associated with each of the reduction measures. The financing opportunities and strategies for implementing the reduction measures are described in Chapter 7 (Implementation).

Chapter 1 Introduction

The City of La Habra is committed to providing a more livable, equitable, and economically vibrant community through the reduction of greenhouse gas (GHG) emissions. By using energy more efficiently, harnessing renewable energy to power buildings, recycling waste, conserving water, and enhancing access to sustainable transportation modes, La Habra will keep dollars in the local economy, create new green jobs, and improve the community's quality of life. These efforts toward reducing GHG emissions must be done in coordination with the City's land use decisions, and the foundation for planning and land use decisions in La Habra is the City's 2035 General Plan goals, policies, and implementation programs.

The La Habra General Plan is a long-range policy document that sets forth broad goals and objectives for the growth and development of the City. As required by State law, the General Plan takes a long-term view and is designed to guide growth and development. It serves as the "constitution" for decisions of the City and provides guidance regarding the allocation of resources and the future physical form and character of development. The General Plan is the official statement of La Habra regarding the extent and types of development needed to achieve the community's physical, economic, social, and environmental goals. It addresses a wide variety of subject areas including housing, traffic, natural resources, land use, economic development, noise, and public safety.

In order to fulfill the 2035 General Plan goals, policies, and implementation programs; provide a more livable, equitable, and economically vibrant community; and preserve the attributes of its unique valley location and quality lifestyle, the City has committed to prepare and implement the La Habra Climate Action Plan (CAP). Further, the plan will ensure that the impact of development on air quality is minimized, energy is conserved, and that land use decisions made by the City and all internal operations within the City are consistent with adopted State legislation.

The Introduction to the CAP describes the purpose and goals of the CAP; the relationship of the CAP to the General Plan; background information on GHG emissions; and summarizes the regulatory framework surrounding GHG emissions and climate change.

1.1 Purpose

The CAP was designed under the premise that the City and the community it represents are uniquely capable of addressing emissions associated with sources under the City's jurisdiction. The City's emission reduction efforts should coordinate with the State strategies in order to accomplish emission reductions in an efficient and cost effective manner. The City developed this document with the following purposes in mind:

- create a GHG baseline from which to benchmark GHG reductions;
- provide a plan that is consistent with and complementary to: the GHG emissions reduction efforts being conducted by the State of California through the Global Warming Solutions Act (AB 32); the Federal Government through the actions of the Environmental Protection Agency; and the global community through the Kyoto Protocol;

- guide the development, enhancement, and implementation of actions that aggressively reduce GHG emissions; and
- provide a policy document with specific implementation measures meant to be considered as part of the planning process for future development projects.

1.2 Goals

To fulfill the purposes of the CAP, the City identified the following achievement goals:

- provide a list of specific General Plan policies and goals that will reduce GHG emissions;
- reduce emissions attributable to La Habra to levels at or below 1990* GHG emissions by year 2020 consistent with the target reductions of AB 32; and
- reduce emissions attributable to La Habra to levels 30% below 2010 GHG emissions by year 2035.

*Following the AB 32 Scoping Plan recommendation, 1990 levels of GHG emissions are approximated at 15% below baseline year, 2010, GHG emissions.

1.3 Relationship to the City's General Plan

The La Habra 2035 General Plan discusses the City's vision over the next 25 years to assure the retention of the community character that has developed over the past decades (i.e., a caring community, population diversity, historic heritage, and secure neighborhoods), while placing significant focus and prioritization on the future reinvestment and revitalization of our commercial corridors, community facilities and parks, infrastructure, residential neighborhoods, and schools. La Habra will strive to establish development patterns consistent with the existing community character, provide multiple modes of transportation, and construct infrastructure that is more sustainable and environmentally friendly through improvements that achieve reduction of such elements as energy use, water consumption, and greenhouse gas emissions.

The City's 2035 General Plan is composed of an Introduction and six additional chapters that constitute the Plan's goals and policies organized by the following major topic groupings:

- Community Development
- Mobility/Circulation
- Infrastructure
- Community Services
- Conservation/Natural Resource
- Community Safety

The last chapter of the 2035 General Plan includes the Implementation Manual, which is a set of the principal measures necessary to achieve the goals and policies set forth in the La Habra 2035 General Plan. The CAP is another implementation tool of the General Plan that can be used to guide development in the City by focusing on attaining the various goals and policies of the General Plan as well as the GHG reduction goals outlined in Section 1.2 (Goals) above. Table 1-1 (GHG-Related La Habra 2035 General Plan Policies) summarizes the policies of the 2035 General Plan that have been developed in coordination with the CAP to better facilitate the implementation of the reduction measures.

Transportation and electricity and natural gas use in buildings are the two primary sources of GHG emissions in the City. Based on the State Attorney General's interpretation of AB 32, local GHG reduction targets and strategies to achieve these must be addressed by the General Plan. The Community Development and Mobility/Circulation chapters of the 2035 General Plan address land use and transportation within the City that are managed for preferred patterns of growth and development. Additionally, the Infrastructure and Conservation/Natural Resources chapters of the 2035 General Plan address a number of different resources within the City that must be managed properly. These four chapters specifically speak to energy conservation, air quality improvements, solid waste management and recycling, water systems and water quality conservation, and the reduction of GHG emissions in helping to achieve the City's GHG reduction goals.

Table 1-1 GHG-Related La Habra 2035 General Plan Policies		
General Plan Element	**General Plan Policies**	**CAP Reduction Measures**
Transportation		
Ch. 2: Community Development Land Use (LU) **Ch. 3: Mobility/Circulation** Non-Motor/Alternative Transportation System (AT) Transportation Demand Management (TDM) **Chapter 6: Conservation/Natural Resources** Air Quality and Climate (AQ)	LU 2.4, LU 3.1, LU 3.2, LU 3.3, LU 3.4, LU 5.4, LU 6.5, LU 7.5, LU 7.6, LU 12.1, LU 13.1, LU 16.3 AT 1.3, AT 1.4, AT 1.8, AT 1.9, AT 1.12, AT 1.13, AT 2.1, AT 2.4, AT 2.6, AT 2.9, AT 2.10, AT 3.1, AT 3.2, AT 3.6, TDM 1.1 – TDM 1.4, TDM 2.1, TDM 2.2 AQ 2.1, AQ 2.2, AQ 4.1	R2-T1: Land Use Based Trips and VMT Reduction Policies
Ch. 2: Community Development Land Use (LU) **Ch. 3: Mobility/Circulation** Non-Motor/Alternative Transportation System (AT)	LU 11.11, LU 16.6 AT 2.1 – AT 2.10	R2-T2: Bicycle Infrastructure
Ch. 3: Mobility/Circulation Transportation Demand Management (TDM) **Chapter 6: Conservation/Natural Resources** Air Quality and Climate (AQ)	TDM 2.5 AQ 4.5	R2-T3: Electric Vehicle Incentives Program
Ch. 3: Mobility/Circulation Transportation Demand Management (TDM) **Chapter 6: Conservation/Natural Resources** Air Quality and Climate (AQ)	TDM 2.4 AQ 4.4, AQ 4.5	R3-T1: Municipal Fleet Alternatives Vehicles

Table 1-1 GHG-Related La Habra 2035 General Plan Policies		
General Plan Element	**General Plan Policies**	**CAP Reduction Measures**
Energy		
Ch. 2: Community Development Land Use (LU) **Ch.4: Infrastructure** Energy (E) **Chapter 6: Conservation/Natural Resources** Air Quality and Climate (AQ)	LU 5.1, LU 5.2, LU 5.4 E 2.2, E 2.3, E 2.5 AQ 2.1, AQ 2.7	R2-E1: New Construction Residential Energy Efficiency Requirements
Ch.4: Infrastructure Energy (E)	E 2.8, E 2.9	R2-E2: New Construction Residential Renewable Energy
Ch.4: Infrastructure Energy (E)	E 2.8	R2-E3: Residential Energy Efficiency Retrofits
Ch.4: Infrastructure Energy (E)	E 2.8	R2-E4: Residential Renewable Energy Retrofits
Ch. 2: Community Development Land Use (LU) **Ch.4: Infrastructure** Energy (E) **Chapter 6: Conservation/Natural Resources** Air Quality and Climate (AQ)	LU 5.1, LU 5.2, LU 5.4 E 2.2, E 2.3 AQ 2.1, AQ 2.7	R2-E5: New Commercial Energy Efficiency Requirements
Ch.4: Infrastructure Energy (E)	E 2.8, E 2.9	R2-E6: New Commercial/Industrial Renewable Energy
Ch.4: Infrastructure Energy (E)	E 2.8	R2-E7: Commercial/Industrial Energy Efficiency and Renewable Energy Retrofits

Table 1-1 GHG-Related La Habra 2035 General Plan Policies		
General Plan Element	**General Plan Policies**	**CAP Reduction Measures**
Ch.4: Infrastructure Energy (E)	E 2.5, E 2.8	R2-E8: Municipal Energy Efficiency Retrofit Projects
Ch.4: Infrastructure Energy (E) **Chapter 6: Conservation/Natural Resources** Air Quality and Climate (AQ)	E 2.7, E 2.8, E 2.9 AQ 3.6	R3-E1: Energy Efficient Development, and Renewable Energy Deployment Facilitation and Streamlining
Ch.4: Infrastructure Energy (E)	E 2.12, E 2.13	R3-E2: Energy Efficiency Training and Public Education
Ch.4: Infrastructure Energy (E)	E 2.8, E 2.9	R3-E3: Energy Efficiency and Solar Energy Financing
Ch.4: Infrastructure Energy (E)	E 1.1, E 2.11	R3-E4: Cross-Jurisdictional Coordination
Ch.4: Infrastructure Energy (E)	E 2.1, E 2.8	R3-E5: Alternative Energy Development Plan
Area Source		
Ch.4: Infrastructure Energy (E)	E 2.12, E 2.13	R2-A1: Electric Landscape Equipment Program

Table 1-1 GHG-Related La Habra 2035 General Plan Policies		
General Plan Element	**General Plan Policies**	**CAP Reduction Measures**
Chapter 6: Conservation/Natural Resources Biological Resources/Habitat (BR)	BR 1.8, BR 1.9, BR 1.13	R3-A1: Expand City Tree Planting
Ch. 2: Community Development Land Use (LU) **Ch.4: Infrastructure** Energy (E)	LU 14.2 E 2.7	R3-L2: Heat Island Plan
Water		
Ch.4: Infrastructure Water Systems (WS) Water Quality Systems (WQ)	WS 1.6, WS 2.1 – WS 2.8, WQ 1.3, WQ 1.5	R2-W1: Water Use Reduction Initiative
Ch.4: Infrastructure Water Systems (WS) Water Quality Systems (WQ)	WS 2.1, WQ 1.9	R3-W1: Water Efficiency Training and Education
Solid Waste		
Ch.4: Infrastructure Solid Waste Management and Recycling (WR)	WR 1.2-1.7, WR 2.1 – WR 2.9, WR 4.1, WR 5.2	R2-S1: City Diversion Program
Ch.4: Infrastructure Solid Waste Management and Recycling (WR)	WR 1.2, WR 2.1	R3-S1: Encourage Increased Efficiency of the Gas to Energy System at Landfills
Ch.4: Infrastructure Solid Waste Management and Recycling (WR)	WR 5.1 – WR 5.5	R3-S2: Waste Education Programs
SOURCE: Atkins (2013). NOTE: R1 reduction measures are obligations of the State. The City has no authority over R1 measures and therefore R1 measures are not included in this table. See Chapter 4 (GHG Emissions Reduction Programs and Regulations) for more detailed descriptions of all CAP reduction measures.		

1.4 Background

The CAP achieves the purpose and goals described above by providing:

- an analysis of GHG emissions and sources attributable to the City of La Habra;
- estimates on how those emissions are expected to increase to 2020 and 2035 General Plan; and
- recommended policies and actions that can reduce GHG emissions to meet State, federal and international targets.

In order to understand this process, the reader needs to understand a few facts about GHG emissions; climate change impacts anticipated within the City of La Habra; and the international, federal, State, and local regulatory framework designed to address climate change. The following provides a brief background on these topics. For a more complete description of the greenhouse effect, GHG emissions, and general climate change impacts, see Appendix A (The Greenhouse Effect, Greenhouse Gases, and Climate Change Impacts).

1.5 Greenhouse Gases

Parts of the Earth's atmosphere act as an insulating blanket, trapping sufficient solar energy to keep the global average temperature within a range suitable for human habitation. The 'blanket' is a collection of atmospheric gases called 'greenhouse gases' or GHGs because they trap heat similar to the effect of glass walls in a greenhouse. These gases, as defined by the United States Environmental Protection Agency (EPA), are carbon dioxide, methane, nitrous oxide, sulfur hexafluoride , and chlorofluorocarbons (CFCs) all act as effective global insulators, reflecting infrared radiation back to earth. Human activities, such as producing electricity and driving internal combustion vehicles, emit these gases in the atmosphere.

Due to the successful global bans on chlorofluorocarbons—primarily used as refrigerants, aerosol propellants and cleaning solvents—La Habra does not generate significant emissions of these GHGs and therefore, they are not considered any further in this analysis. Other synthesized gases such as Hydrofluorocarbons and Carbon Tetrafluoride have been banned and are no longer available on the market. Because of the ban, the City of La Habra will not generate emissions of these GHGs and therefore, they are not considered any further in this analysis.

Another potent GHG is sulfur hexafluoride, which is mainly used as a gaseous dielectric medium in electric switchgear of high voltage electric transmission lines and medical use in retinal detachment surgery and ultrasound imaging. In both uses, sulfur hexafluoride is not released to the atmosphere and therefore, it is not considered further in this analysis. Because GHGs have variable heat-trapping properties, a common unit of measurement, the carbon dioxide equivalent, is used to normalize the GHG emission capacity from the different GHGs. Each GHG is compared to carbon dioxide with respect to its ability to trap infrared radiation, its atmospheric lifetime, and its chemical structure. For example,

methane is a GHG that is 21 times more potent than carbon dioxide; therefore, one metric ton of methane is equal to 21 metric tons of CO_2e (carbon dioxide equivalent).

1.6 Regulatory Setting

In an effort to stabilize GHG emissions and reduce impacts associated with climate change, international agreements, as well as federal and State actions were implemented beginning as early as 1988. The international, federal, State, regional, and local government agencies discussed below work jointly, as well as individually, to address GHG emissions through legislation, regulations, planning, policy-making, education, and a variety of programs.

International and Federal

GLOBAL EFFORTS

The United States participated in the United Nations Framework Convention on Climate Change (UNFCCC) (signed on March 21, 1994). The Kyoto Protocol, a treaty made under the UNFCCC was the first international agreement to regulate GHG emissions. The United States is a signatory to the Kyoto Protocol; however, Congress has not ratified the Protocol and the United States is not bound by the Protocol's commitments.

CLIMATE CHANGE TECHNOLOGY PROGRAM

The United States has opted for a voluntary and incentive-based approach toward emissions reductions in lieu of the Kyoto Protocol's mandatory framework. The Climate Change Technology Program (CCTP) is a multi-agency research and development coordination effort (led by the Secretaries of Energy and Commerce) that is charged with carrying out the President's National Climate Change Technology Initiative.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

The United States Environmental Protection Agency (USEPA) is responsible for implementing federal policy to address global climate change. The Federal government administers a wide array of public-private partnerships to reduce GHG intensity generated by the United States. These programs focus on energy efficiency, renewable energy, methane and other non-carbon dioxide gases, agricultural practices, and implementation of technologies to achieve GHG reductions. The USEPA implements several voluntary programs that substantially contribute to the reduction of GHG emissions.

In Massachusetts v. Environmental Protection Agency (Docket No. 05–1120), argued November 29, 2006 and decided April 2, 2007, the U.S. Supreme Court held that the USEPA has authority to regulate GHGs, and the USEPA's reasons for not regulating this area did not fit the statutory requirements. As such, the U.S. Supreme Court ruled that the USEPA should be required to regulate carbon dioxide and other GHGs as pollutants under Section 202(a) (1) of the federal Clean Air Act (CAA).

The USEPA issued a Final Rule for mandatory reporting of GHG emissions in October of 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufactures of heavy-duty and off-road vehicles and vehicle engines, and requires annual reporting of emissions. The Final Rule became effective December 29th 2009 with data collection to begin on January 1, 2010 and the first annual reports due in March of 2011.[1] This rule does not regulate the emission of GHGs it only requires the monitoring and reporting of GHG emissions for those sources above certain thresholds. USEPA adopted a Final Endangerment Finding for the six defined GHGs on December 7, 2009. The Endangerment Finding is required before USEPA can regulate GHG emissions under Section 202(a) (1) of the CAA in fulfillment of the U.S. Supreme Court decision.

On May 13, 2010, the USEPA issued a final rule that establishes a common sense approach to addressing GHG emissions from stationary sources under the CAA permitting programs. This final rule sets a threshold of 75,000 tons per year for GHG emissions. New and existing industrial facilities that meet or exceed that threshold will require a permit under the New Source Review Prevention of Significant Deterioration and title V Operating Permit programs. This rule took effect on January 2, 2011.

State

CALIFORNIA AIR RESOURCES BOARD

The California Air Resources Board (CARB), a part of the California EPA (CalEPA) is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, CARB conducts research, sets State ambient air quality standards (California Ambient Air Quality Standards [CAAQS]), compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (e.g., hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. CARB has primary responsibility for the development of California's State Implementation Plan, for which it works closely with the federal government and the local air districts.

EXECUTIVE ORDER S-3-05

California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following GHG emission reduction targets:

- By 2010, California shall reduce GHG emissions to 2000 levels;
- By 2020, California shall reduce GHG emissions to 1990 levels; and
- By 2050, California shall reduce GHG emissions to 80% below 1990 levels.

[1] U.S. Environmental Protection Agency, Final Rule for Mandatory reporting of GHG emissions, http://www.epa.gov/climatechange/emissions/downloads09/GHG-MRR-FinalRule.pdf (October 2009).

The first California Climate Action Team (CCAT) Report to the Governor in 2006 contained recommendations and strategies to help meet the targets in Executive Order S-3-05. In April 2010, the Draft California Action Team (CAT) Biennial Report expanded on the policy oriented 2006 assessment. The new information detailed in the CAT Assessment Report includes development of revised climate and sea-level projections using new information and tools that have become available in the last two years; and an evaluation of climate change within the context of broader social changes, such as land-use changes and demographic shifts.[2] The action items in the report focus on the preparation of the Climate Change Adaptation Strategy, required by Executive Order S-13-08, described later in this chapter.

ASSEMBLY BILL 1493, CLEAN CAR STANDARDS

AB 1493 (also known as the Pavley Bill, in reference to its author Fran Pavley) was enacted in 2002 and requires the "maximum feasible and cost effective reduction" of GHGs from automobiles and light-duty trucks. Subsequently, in 2004, CARB approved the "Pavley I" regulations limiting the amount of GHGs that may be released from new passenger automobiles beginning with model year 2009 through 2016; these regulations would reduce emissions by 30% from 2002 levels by 2016. The second set of regulations ("Pavley II") is currently in development and will cover model years 2017 through 2025 in order to reduce emissions by 45% by the year 2020. The automotive industry legally challenged the bill claiming that the federal gas mileage standards preempted these State regulations. In 2005, California filed a waiver request to the USEPA in order to implement the GHG standards and in March of 2008, the USEPA denied the request. However, in June 2009, the decision was reversed and the USEPA granted California the authority to implement the GHG reduction standards for passenger cars, pickup trucks, and sport utility vehicles.

In September 2009, CARB adopted amendments to the "Pavley I" regulations that cemented California's enforcement of the Pavley rule starting in 2009 while providing vehicle manufacturers with new compliance flexibility. The amendments also coordinated California's rules with the federal rules for passenger vehicles.

ASSEMBLY BILL 32, THE CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006

In 2006, the California State Legislature adopted AB 32, the California *Global Warming Solutions Act of 2006*. AB 32 focuses on reducing GHG in California. GHGs as defined under AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 required CARB to adopt rules and regulations that would achieve GHG emissions equivalent to 1990 statewide levels by 2020. On or before June 30, 2007, CARB was required to publish a list of discrete early action GHG emission reduction measures that would be implemented by 2010. The law further required that

[2] California Environmental Protection Agency, "Climate Action Team Report to Governor Schwarzenegger and the Legislature," http://www.climatechange.ca.gov/climate_action_team/reports/2006report/2006-04-03_FINAL_CAT_REPORT.PDF (March 2006).

such measures achieve the maximum technologically feasible and cost effective reductions in GHGs from sources or categories of sources to achieve the statewide GHG emissions limit for 2020.

CARB published its final report titled, *Proposed Early Actions to Mitigate Climate Change*, in California in October 2007. The measures included are part of California's strategy for achieving GHG reductions under AB 32. Three new regulations were proposed to meet the definition of "discrete early action GHG reduction measures"…a low carbon fuel standard; reduction of hydrofluorocarbon 134a emissions from non-professional servicing of motor vehicle air conditioning systems; and improved landfill methane capture[3]. CARB estimates that by 2020, the reductions from those three measures would be approximately 13-26 million metric tons of CO_2e.

Under AB 32, CARB has the primary responsibility for reducing GHG emissions. CARB published a staff report titled *California 1990 GHG Emissions Level and 2020 Emissions Limit*[4] that determined the statewide levels of GHG emissions in 1990 to be 427 million metric tons of CO_2e. Additionally, in December 2008, CARB adopted the Climate Change Scoping Plan, which outlines the State's strategy to achieve the 2020 GHG limit. The Scoping Plan proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce dependence on oil, diversify energy sources, save energy, create new jobs, and enhance public health. The plan emphasizes a cap-and-trade program, and also includes the discrete early actions.

SENATE BILL 97 (SB 97)

SB 97, enacted in 2007, amends the CEQA statute to clearly establish that GHG emissions and the effects of GHG emissions are appropriate subjects for CEQA analysis. It directed the California Office of Planning and Research (OPR) to develop draft CEQA Guidelines "for the mitigation of GHG emissions or the effects of GHG emissions" and directed the Resources Agency to certify and adopt the State CEQA Guidelines.

On April 13, 2009, OPR submitted the proposed amendments to the Secretary for Natural Resources. The Natural Resources Agency conducted formal rulemaking in 2009, certified, and adopted the amendments in December 2009. The California Office of Administrative Law codified into law the amendments in March 2010. The amendments became effective in June 2010 and provide regulatory guidance with respect to the analysis and mitigation of the potential effects of GHG emissions.

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[3] California Environmental Protection Agency, California Air Resources Board, "Proposed Early Actions to Mitigate Climate Change in California," http://www.climatechange.ca.gov/climate_action_team/reports/2007-04-20_ARB_early_action_report.pdf (October 2007).

[4] California Environmental Protection Agency, California Air Resources Board, "California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit," http://www.arb.ca.gov/cc/inventory/pubs/reports/staff_report_1990_level.pdf (November 16, 2007).

CEQA Guidelines Section 15183.5, Tiering and Streamlining the Analysis of GHG Emissions, was added as part of the CEQA Guideline amendments that became effective in 2010 and describes the criteria needed in a Climate Action Plan that would allow for the tiering and streamlining of CEQA analysis for subsequent development projects:

Section 15183.5. Tiering and Streamlining the Analysis of Greenhouse Gas Emissions.

(a) Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental documents may rely on an EIR containing a programmatic analysis of greenhouse gas emissions as provided in section 15152 (tiering), 15167 (staged EIRs) 15168 (program EIRs), 15175-15179.5 (Master EIRs), 15182 (EIRs Prepared for Specific Plans), and 15183 (EIRs Prepared for General Plans, Community Plans, or Zoning).

(b) Plans for the Reduction of Greenhouse Gas Emissions. Public agencies may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of greenhouse gas emissions or similar document. A plan to reduce greenhouse gas emissions may be used in a cumulative impacts analysis as set forth below. Pursuant to sections 15064(h)(3) and 15130(d), a lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances.

(1) Plan Elements. A plan for the reduction of greenhouse gas emissions should:

(A) Quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area;

(B) Establish a level, based on substantial evidence, below which the contribution to greenhouse gas emissions from activities covered by the plan would not be cumulatively considerable;

(C) Identify and analyze the greenhouse gas emissions resulting from specific actions or categories of actions anticipated within the geographic area;

(D) Specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level;

(E) Establish a mechanism to monitor the plan's progress toward achieving the level and to require amendment if the plan is not achieving specified levels;

(F) Be adopted in a public process following environmental review.

(2) *Use with Later Activities. A plan for the reduction of greenhouse gas emissions, once adopted following certification of an EIR or adoption of an environmental document, may be used in the cumulative impacts analysis of later projects. An environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project. If there is substantial evidence that the effects of a particular project may be cumulatively considerable notwithstanding the project's compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project.*

One of the goals of the CAP is to allow programmatic level review and mitigation of GHG emissions that allows streamlining of CEQA review for subsequent development projects. To accomplish this, the CAP framework is designed to fulfill the requirements identified in CEQA Guidelines Section 15183.5, above.

EXECUTIVE ORDER S-1-07

Executive Order S-1-07, the Low Carbon Fuel Standard (LCFS) (issued on January 18, 2007), calls for a reduction of at least 10% in the carbon intensity of California's transportation fuels by 2020. It instructed the California Environmental Protection Agency to coordinate activities between the University of California, the California Energy Commission and other State agencies to develop and propose a draft compliance schedule to meet the 2020 target. Furthermore, it directed ARB to consider initiating regulatory proceedings to establish and implement the LCFS. In response, ARB identified the LCFS as an early action item and the regulation was adopted and implemented in 2010. As such gasoline sold in California now has at least 10% less carbon intensity than previous blends of gasoline.

EXECUTIVE ORDER S-13-08

On November 14, 2008, Governor Schwarzenegger issued Executive Order S-13-08, the Climate Adaptation and Sea Level Rise Planning Directive, which provides clear direction for how the State should plan for future climate impacts. Executive Order S-13-08 calls for the implementation of four key actions to reduce the vulnerability of California to climate change:

- Initiate California's first statewide Climate Change Adaptation Strategy (CAS) that will assess the State's expected climate change impacts, identify where California is most vulnerable, and recommend climate adaptation policies;
- Request that the National Academy of Sciences establish an expert panel to report on sea level rise impacts in California in order to inform State planning and development efforts;
- Issue interim guidance to State agencies for how to plan for sea level rise in designated coastal and floodplain areas for new and existing projects; and
- Initiate studies on critical infrastructure and land-use policies vulnerable to sea level rise.

The 2009 CAS report summarizes the best known science on climate change impacts in the State to assess vulnerability, and outlines possible solutions that can be implemented within and across State agencies to promote resiliency. This is the first step in an ongoing, evolving process to reduce California's vulnerability to climate impacts.[5]

CALIFORNIA CODE OF REGULATIONS (CCR) TITLE 24, PART 6

CCR Title 24, Part 6: *California's Energy Efficiency Standards for Residential and Nonresidential Buildings* (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008 and the Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. The Energy Commission adopted the 2008 changes to the Building Energy Efficiency Standards for several reasons:

- To provide California with an adequate, reasonably priced, and environmentally sound supply of energy;
- To respond to AB 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its GHG emissions to 1990 levels by 2020;
- To pursue California energy policy, which states that energy efficiency is the resource of first choice for meeting California's energy needs;
- To act on the findings of California's Integrated Energy Policy Report (IEPR) that concludes that the Standards are the most cost effective means to achieve energy efficiency, expects the Building Energy Efficiency Standards to continue to be upgraded over time to reduce electricity and peak demand, and recognizes the role of the Standards in reducing energy related to meeting California's water needs and in reducing GHG emissions;
- To meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of State building codes; and
- To meet the Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards.

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[5] California Natural Resources Agency, "2009 California Climate Adaptation Strategy- A Report to the Governor in Response to Executive Order S-13-2008," http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF (September 2009).

SENATE BILL 375

Senate Bill 375 (SB 375), which establishes mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. On September 23, 2010, CARB adopted the vehicular greenhouse gas emissions reduction targets that had been developed in consultation with the metropolitan planning organizations (MPOs); the targets require a 7% to 8% reduction by 2020 and between 13% to 16% reduction by 2035 for each MPO. SB 375 recognizes the importance of achieving significant greenhouse gas reductions by working with cities and counties to change land use patterns and improve transportation alternatives. Through the SB 375 process, MPOs will work with local jurisdictions in the development of sustainable communities strategies (SCS) designed to integrate development patterns and the transportation network in a way that reduces greenhouse gas emissions while meeting housing needs and other regional planning objectives.

The Southern California Association of Governments (SCAG) is the MPO serving the area including La Habra. On April 4, 2012, the Regional Council of the Southern California Association of Governments (SCAG) adopted the "*2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future.*" The RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region. Many of the transportation-related reduction measures included in this CAP will coordinate with efforts in SCAG's SCS.

CAL GREEN BUILDING CODE

CCR Title 24, Part 11: California's Green Building Standard Code (CALGreen) was adopted in 2010 and went into effect January 1, 2011. CALGreen is the first statewide mandatory green building code and significantly raises the minimum environmental standards for construction of new buildings in California. The mandatory provisions in CALGreen will reduce the use of volatile organic compounds emitting materials, strengthen water conservation, and require construction waste recycling.

ASSEMBLY BILL 811

AB 811 (2008) authorizes California cities and counties to designate districts within which willing property owners may enter into contractual assessments to finance the installation of renewable energy generation and energy efficiency improvements that are permanently fixed to the property. These financing arrangements would allow property owners to finance renewable energy generation and energy efficiency improvements through low interest financing that would be repaid as an item on the property owner's property tax bill.

ASSEMBLY BILL 474

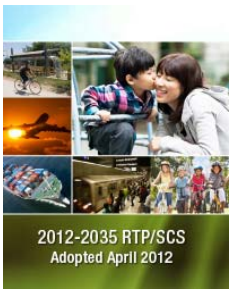
AB 474 is designed to encourage and facilitate the installation of permanent water conservation and efficiency improvements on private property through a voluntary financing program between public entities and property owners. The bill creates financing opportunities for residential, commercial, industrial, and agricultural property owners to improve water efficiency

Regional

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT AIR QUALITY MANAGEMENT PLAN

The South Coast Air Quality Management District (SCAQMD) attains and maintains air quality conditions in Orange County through air quality planning, regulation, enforcement, technical innovation, and promoting understanding of air quality issues. SCAQMD also inspects stationary sources, responds to complaints, monitors ambient air quality and meteorological conditions, and implements other Clean Air Acts and amendments programs and regulations. SCAQMD's clean-air strategy involves the preparation of plans and programs for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations, and issuance of permits for stationary sources. The final 2012 Air Quality Management Plan (AQMP) was adopted by the AQMD Governing Board on December 7, 2012.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS REGIONAL TRANSPORTATION PLAN



The Southern California Association of Governments (SCAG) is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial counties, and serves as a forum for regional issues relating to transportation, the economy, community development, and the environment. SCAG serves as the federally designated metropolitan planning organization for the Southern California region and is the largest in the United States.

With respect to air quality planning, SCAG has prepared the *2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future,* to fulfill federal planning requirements contained in the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which calls for regions to consider urban form and natural resources as part of the transportation planning process. The RTP is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP provides a vision for the development of transportation facilities throughout the region based on growth forecasts and economic trends that project over a 20-year period.

Chapter 2 Methodology Overview

The methodology to prepare the GHG inventories in the CAP incorporates the protocols, methods and emission factors found in the California Climate Action Registry (CCAR) General Reporting Protocol,[6] and the Local Government Protocol.[7] The Local Government Protocol categorizes GHG emissions into three distinct scopes that provide a way of organizing the CAP's development.

Definition of Scopes from Local Government Protocol:

- **Scope 1 Emissions** includes all "direct" sources of GHG emissions from sources that are owned or controlled by the City including (but not limited to): production of electricity, heat, or steam in owned or controlled boilers, furnaces, etc; transportation (using corporate or fleet vehicles) of materials, products, waste, and community members; and fugitive emissions (from unintentional leaks of GHGs directly into the atmosphere).
- **Scope 2 Emissions** account for "indirect" sources of GHG emissions from the generation of purchased utilities consumed by the City. A purchased utility is defined as one that is bought or otherwise brought into the jurisdictional authority of the local government, but not physically generated in power plants owned and/or operated by the local government. Scope 2 emissions physically occur at locations outside of the jurisdictional boundaries and direct control of the local government and thus are separated from direct emissions reported by the utility company or local government in order to avoid double counting.
- **Scope 3 Emissions** is considered an optional reporting category that allows for the treatment of all other "indirect emissions." Scope 3 emissions are a consequence of the activities of the local government, but occur from sources not owned or controlled by the local government.

Because Scope 3 emissions are indirect emissions that are attributable to emissions sources that are not owned or controlled by the City of La Habra they are not considered in this CAP. Scope 1 emissions are characterized in this report as "direct emissions" While Scope 2 emissions are characterized as "indirect source emissions."

The analysis relative to the CAP employs both quantitative and qualitative components. The quantitative analysis contains an inventory of the City's GHG emissions, while the qualitative component involves compliance with the emission reduction strategies contained in federal, State, and local legislation.

The analysis herein is tailored to include all historic, existing, and projected emission sources within the City while providing a comprehensive analysis of GHG impacts and measures available to reduce impacts to the fullest extent feasible. AB 32 establishes a comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gas emissions and mandates the reduction of CO_2e emissions in California to 1990 levels by 2020.

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6 California Climate Action Registry, General Reporting Protocol, Version 3.1 (January 2009).

7 California Climate Action Registry, Local Government Protocol, Version 1.1 (May 2010).

2.1 GHG Emissions in La Habra

The first step in developing the CAP was to establish an existing inventory of La Habra's GHG emissions. The purpose of this inventory is to identify and categorize the major sources and quantities of GHG emissions currently being produced by the City's residents, businesses and municipal operations. The CAP established 2010 as the year on which to base the existing inventory; this is the most recent year for which reliable data is available. This inventory provides a framework on which to design programs and actions that specifically target reductions by emissions sources. Programs and actions already in place within the City are described in Chapter 4. The existing inventory serves as a reference against which to measure the City's progress towards reducing GHG emissions over time, and documentation for potential emission trading opportunities.

In estimating La Habra's total greenhouse gas emissions, data sources from the City, regional, and State agencies were used. For community energy statistics, the following agencies and City departments were consulted: Southern California Edison (SCE); The Southern California Gas Company (SCG); and the City of La Habra, Community and Economic Development and Public Works departments. The following agencies and departments provided transportation information: City of La Habra, Community and Economic Development, Traffic and Transportation Division; Orange County Transportation Authority (OCTA); and the California Department of Transportation (Caltrans). City of La Habra, Public Works Department, Refuse and Recycling Division; California Integrated Waste Board (CIWB); CalRecycle; and Waste Management California provided information on waste generation. The California Air Resources Board (CARB) and South Coast Air Quality Management District (SCAQMD) provided relevant policy information.

In cases where specific data for the 2010 base year was not available, estimates were made by extrapolating from existing data. General estimate calculations and assumptions are compiled in Appendices B through E. All of the contributors to greenhouse gas emissions (kilowatt-hours of electricity generated by fossil fuel combustion in power plants, natural gas in therms, vehicle travel in vehicle miles traveled, and solid waste in tons) are expressed in the common unit of metric tons of carbon dioxide equivalent (CO_2e) released into the atmosphere in a given year.

La Habra's main contribution to GHGs is carbon dioxide (CO_2). The City will directly generate emissions of CO_2 primarily in the form of vehicle exhaust and consumption of natural gas for heating. La Habra will also generate methane (CH_4) and nitrous oxide (N_2O) emissions. Methane is directly generated from natural gas and petroleum systems and wastewater treatment while nitrous oxide results predominantly from motor vehicle use.

2.2 Calculation of GHGs

The following summarizes the basis of the GHG calculations by emission source. The emissions calculations follow the California Climate Action Registry (CCAR) General Reporting Protocol, version 3.1,[8] Local Government Protocol, version 1.1,[9] the Urban Forestry Protocol, version 1.1[10] and CARB's Mandatory GHG Reporting Regulations (Title 17, California Code of Regulations, Sections 95100 et seq.). These protocols are consistent with the methodology and emission factors endorsed by SCAQMD, CARB and USEPA. In cases where these protocols do not contain specific source emission factors, current industry standards or the USEPA's AP 42 Compilation of Air Pollution Emission Factors were used.

Coefficients and modeling assumptions used in the calculations of GHGs are included in Appendix B (Modeling Coefficients and Data Assumptions). Calculations of GHGs for 2010, 2020, and 2035 are included in Appendix D (GHG Inventory Calculations). Since data was not available for 1990, estimations for this inventory were based on the base year 2010 emission inventory, given a 15% reduction from 2010 levels. This estimation follows CARB recommendation to local governments in the AB 32 Scoping Plan.[11] 2020 emissions were estimated from 2010 data using anticipated growth in number of housing units and commercial and industrial building square footage.

In this CAP, business-as-usual (BAU) refers to continued operations and development of the City without the inclusion of recently-adopted or proposed sustainability initiatives. The BAU scenario describes how emissions would be in year 2020, if the emissions inventory continued to grow strictly based upon the land use growth projections for the City and the naturally occurring events that might change the character of emissions. Therefore, BAU follows a predominantly linear growth pattern.

GHG emissions are typically segregated into direct and indirect sources as discussed above. However, direct and indirect sources are not completely independent of each other and are often combined into other more encompassing categories. For example, although natural gas combustion is a direct source and electricity generation is an indirect source, they both are typically discussed under a heading of "Energy" when policies are put in place to reduce emissions. Therefore, this CAP discusses emissions with respect to the general source categories of Transportation, Energy, Area Source, Water, and Solid Waste.

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8 California Climate Action Registry, General Reporting Protocol, Version 3.1 (January 2009).

9 California Climate Action Registry, "Local Government Operations Protocol for the Quantification and Reporting of Greenhouse Gas Emissions Inventories," http://www.arb.ca.gov/cc/protocols/localgov/archive/final_lgo_protocol_2008-09-25.pdf (September 25, 2008).

10 Climate Action Reserve, Urban Forest Project Protocol, Version 1.1 (March 2010).

11 California Air Resources Board, "Climate Change Scoping Plan," http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf (December 2008).

Transportation

ON-ROAD VEHICLES

Carbon dioxide emissions from vehicles were calculated utilizing EMFAC2007 emission factors for the existing (2010), 2020, and 2035 inventories. The Emission Factors (EMFAC) model was developed by CARB and used to calculate emission rates from on-road motor vehicles from light-duty passenger vehicles to heavy-duty trucks that operate on highways, freeways, and local roads in California. Motor vehicle emissions of CH_4, and N_2O were also calculated using USEPA emission factors for on-road vehicles based on the total annual mileage driven multiplied by their respective emission factors by year.

Vehicle miles traveled (VMT) were determined by the City through a Citywide analysis using data from the regional Orange County Transportation Agency Model (OCTAM) for the City of La Habra. Data from this model was calibrated to estimate VMT for all trips that begin and/or end within the City limits. This accounts for traffic entering or exiting La Habra and traffic within the City, but excludes pass-through traffic. La Habra's VMT includes miles from all trips within La Habra and half of the miles from trips that begin or end in La Habra; La Habra is held accountable for all trips within the city limits while the City shares accountability with other jurisdictions for trips that have only one end point in La Habra. Each trip was assigned to a land use class (residential, commercial, or industrial) based upon the origin of the trip.

It should be noted that the estimates do not account for electrical, biodiesel (a blend of diesel and vegetable oil), or hydrogen powered systems. Any electrically powered vehicle which draws power from a residence, commercial or industrial land use will be accounted for in the electrical usage for the City. Predicted 2020 BAU vehicle trips were estimated by using predicted land use changes and growth.

Energy

ELECTRICITY

The City emits CO_2, CH_4, and N_2O indirectly through the use of electricity provided by Southern California Edison (SCE). SCE provided annual energy usage for 2010.[12] 2020 and 2035 BAU electricity use was estimated based on anticipated growth in the residential and commercial/industrial areas.

[12] Southern California Edison, "Electricity Use Report for City of La Habra Year 2010, Version 5.0" (September, 2011).

SCE provides electricity from a variety of sources including natural gas and large hydroelectric systems. Each of these sources of electricity emits different levels of GHGs. The annual usage in megawatt hours per year (MWh/year) was multiplied by the emission factors appropriate to the inventory year for CO_2, CH_4, and N_2O to determine emissions from these sources.

Electricity rates fluctuate throughout the year, so average values were used. Table 2-1 (2010 Community-wide Electricity Usage) summarizes the City's baseline electricity usage in 2010. See Appendix C (Data Inputs) for more detailed calculations.

Table 2-1 2010 Community-wide Electricity Usage

Category	Electricity (kWh)	Percent of Total Usage
Residential	110.80 million	42%
Commercial/Industrial	152.36 million	58%
TOTAL	**263.16 million**	**100%**

SOURCES: Electricity Use Report for City of La Habra (SCE 2011) and Atkins (2013).
NOTE: Totals may be off due to rounding.

NATURAL GAS COMBUSTION

The City emits GHGs from the combustion of natural gas. The annual natural gas usage for the City in thousand cubic feet (Mcf) was converted to million British Thermal Units (MMBTUs) and multiplied by the respective emissions factors for CO_2, CH_4, and N_2O to determine the emissions from natural gas combustion, typically used for heating. Natural gas usage for 2010 was obtained from The Southern California Gas Company. Anticipated 2020 natural gas data was based on the, per unit, usage in 2010 and the anticipated unit growth by 2020. Table 2-2 (2010 Community-wide Natural Gas Usage) summarizes the City's baseline natural gas usage in 2010. See Appendix C (Data Inputs) for more detailed calculations.

Table 2-2 2010 Community-wide Natural Gas Usage

Category	Natural Gas (therms)	Percent of Total Usage
Residential	1.39 million	15%
Commercial/Industrial	8.18 million	85%
TOTAL	**9.58 million**	**100%**

SOURCES: La Habra Natural Gas Consumption Summary (SCG 2011) and Atkins (2013).
NOTE: Totals may be off due to rounding.

Area Source

LANDSCAPING

Emissions of CO_2, CH_4, and N_2O are generated by the use of landscape equipment through the combustion of gasoline. CO_2 emissions were determined from the approximate number of gallons of gasoline consumed through landscape equipment. This number was then multiplied by emission factors presented in the General Reporting Protocol, version 3.1[13] to determine both CH_4 and N_2O emissions.

WOOD BURNING

Direct CO_2 emissions are produced from the burning of wood in wood stoves, fireplaces, and natural gas fired stoves. The emissions from natural gas fired stoves are included in the Energy source category. CO_2, CH_4, and N_2O emissions from wood stoves and fireplaces are calculated based on the percentage of residential units using each type of hearth and the estimated annual amount of wood burned. The emission coefficients used are taken from the USEPA's AP-42 document.

Water and Wastewater

POTABLE WATER

Electricity is needed to move and treat water. La Habra residents and businesses use approximately 3 billion gallons of potable water annually. Approximately 43% of that water comes from local wells in La Habra; the remaining 57% of water is purchased from the Metropolitan Water District and California Domestic Water Company. A portion of the Metropolitan Water District of Southern California's (MWD) water comes from the Colorado River and the remaining water is State Project water from Northern California, which is delivered to Southern California via the California aqueduct.

The emissions associated with the energy used to pump the local water are included in the Electricity section described above. There are additional emissions associated with the purchased water from the Colorado River and the State Water Project due to the electricity used to transport the water over a long distance. Table 2-3 (2010 Community-wide Water Usage) summarizes the City's baseline water consumption in 2010. See Appendix C (Data Inputs) for more detailed calculations.

[13] California Climate Action Registry, General Reporting Protocol, Version 3.1 (January 2009).

Table 2-3 2010 Community-wide Water Usage		
Category	**Water (acre-feet)**	**Percent of Total Usage**
Residential	7,319	75%
Commercial/Industrial	2,485	25%
TOTAL	**9,804**	**100%**
SOURCES: City of La Habra 2010 Urban Water Management Plan (La Habra 2011) and Atkins (2013). NOTE: Totals may be off due to rounding.		

WASTEWATER TREATMENT

The Orange County Sanitation District (OCSD) is the provider of wastewater and sewer treatment for the central and northwest areas of Orange County, including the City of La Habra. Wastewater-related GHG emissions arise from the electricity used to pump and treat the water, the transportation fuel used to truck the biosolids to an off-site disposal area, and the direct methane emissions from the anaerobic digesters used in the treatment process.

Because the wastewater treatment plants are located outside of the City, direct methane emissions have been excluded from the City's emissions inventory and from further discussions of water emissions calculations. The electricity and transportation emissions, however, are associated with the indirect wastewater treatment processes and are included in the respective energy and transportation categories in Chapter 3 (Greenhouse Gas Emissions Inventory).

Solid Waste

Emissions from solid waste are determined as the sum of emissions generated by transportation from its source to the landfill, the equipment used in its disposal at the landfill, fugitive emissions from decomposition in landfills, and the anthropogenic carbon sink generated by the incomplete decomposition of materials in the landfill.

Emissions from the transportation of solid waste is determined based on the annual lbs/year (pounds per year) of total waste disposed in landfills including biosolids waste from wastewater treatment plants, the density of the waste, the capacity of the hauling trucks, the average number of miles traveled by each truck; and the CO_2, CH_4, and N_2O emissions generated per mile traveled.

Emissions from the equipment used at the landfills is calculated by determining the average hours of operation per day, the number of days of operation, and the emission factors for disposal equipment for CO_2, CH_4, and N_2O as determined from USEPA off-road mobile source emission factors. Landfill equipment emissions are only included in the inventory if the landfill is under the direct control of the City or County of interest. As the Olinda Alpha Landfill, the solid waste landfill used for the disposal of most of the waste for La Habra, is not under the City's direct control, emissions from onsite equipment are not included in this inventory. Other landfills and transfer stations used by the City include the El Sobrante Landfill, and Frank R. Bowerman Sanitary Landfill.

Fugitive emissions of methane from the decomposition of solid waste are calculated based on the annual waste generation multiplied by the USEPA emission factor for waste production for CH_4. The emission factor to determine CH_4 generation varies if the landfill operations are known to operate a methane flare or to generate electricity from methane capture. Carbon dioxide generated by decomposition of waste in landfills is not considered anthropogenic because it would be produced through the natural decomposition process regardless of its disposition in the landfill. Nitrous Oxide is not a bi-product of decomposition and therefore no fugitive emissions of nitrous oxide are anticipated from this source.

Anthropogenic carbon sinks are generated by the incomplete decomposition of waste in the landfill setting which results in the storage of carbon in the landfill.[14] Under natural conditions virtually all organic material degrades to CO_2. Therefore, carbon stored in the landfill results in a reduction of CO_2 released as a bi-product of decomposition. The anthropogenic carbon sink is determined by the amount of waste generated multiplied by the USEPA emission factor.

[14] California Environmental Protection Agency, "Solid Waste Management and Greenhouse Gases: A Lifecycle Assessment of Emissions and Sinks, 3rd edition" (September 2006).

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Chapter 3 Greenhouse Gas Emissions Inventory

The emissions inventory identifies and categorizes the major sources and quantities of GHGs being produced by City residents, businesses, and municipal operations using the best available data. Using historic emissions and BAU practices as a basis, this CAP includes GHG emissions from the 2010 base year, as predicted for 2020, and the General Plan horizon year of 2035. 1990 emissions are estimated as a 15% reduction from 2010 levels in order to establish a reduction target for 2020. The Emissions Inventories are organized by the following categories:

- Transportation
- Energy
- Area Sources
- Water
- Solid Waste

3.1 2010 Emissions Inventory

The City of La Habra emitted approximately 284,089 $MTCO_2e$ in 2010. The emissions were calculated based on traffic modeling, data from utilities, and land use. The largest portion of the City's 2010 emissions were from transportation (37%), followed by emissions from electricity and natural gas use in buildings (44%).

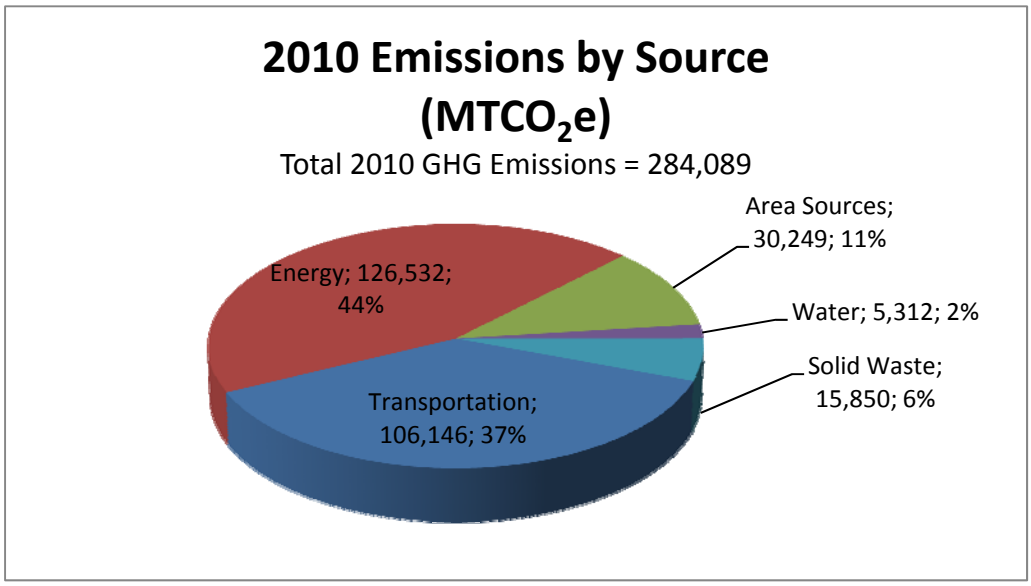
Table 3-1 (2010 Net Total Emissions) summarizes the City's net 2010 emissions of CO_2e as broken down by emissions category. Figure 3-1 (2010 Emissions Generated by Source) is a graphical representation of Table 3-1. A detailed breakdown of 2010 emissions by category is available in Appendix D (GHG Inventory Calculations).

Table 3-1 2010 Net Total Emissions

Category	Metric tons of CO_2e
Transportation	106,146
Energy	126,532
Area Sources	30,249
Water	5,312
Solid Waste	15,850
Total	**284,089**

SOURCE: Atkins (2013).

Figure 3-1 2010 Emissions Generated by Source



SOURCE: Atkins (2013).

Reduction Target

AB 32 requires California to return to 1990 emissions levels by the year 2020, and CARB has estimated this to be equivalent to a 15% reduction from existing emissions levels.[15] For the purposes of this CAP, the reduction target for La Habra is determined based on a 15% reduction from the 2010 level. While Executive Order S-3-05 outlines that by 2050 California has to reduce its GHG emissions to 80% below 1990 levels, current State and federal strategies, as well as technologies do not exist to achieve such reduction percentages. For this reason, the City has adopted an interim reduction target for the year 2035, which is estimated at 30% below the 2010 base year. The year 2035 aligns with the City's General Plan horizon as well as the regional transportation target in the SCS. This target is considered an interim goal to be reviewed prior to 2020 for post 2020 use. Because State and federal strategies for post-2020 are speculative, it is recommended that the City reevaluates the 2035 target as it reaches its 2020 milestone. By that time, the City will have a better understanding of the effectiveness and efficiency of the reduction strategies and approaches. Table 3-2 (2020 Reduction Target) summarizes the City's 2010 emissions total and GHG emission reduction targets for the years 2020 and 2035.

[15] California Air Resources Board, "Climate Change Scoping Plan," http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf (December 2008).

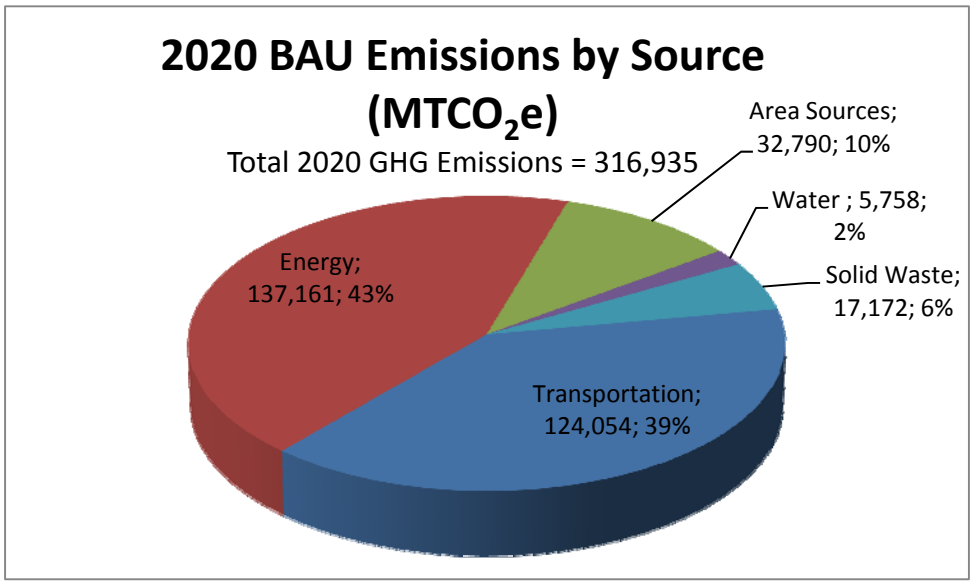
Table 3-2 2020 and 2035 Reduction Targets	
Category	**Metric Tons of CO_2e**
2010 Emissions	284,089
2020 Reduction Target (15% below 2010)	241,476
2035 Reduction Target (30% below 2010)	198,862
SOURCE: Atkins (2013).	

3.2 2020 Business as Usual Emissions Inventory

In 2020, La Habra is projected to emit a total of 316,935 $MTCO_2e$ from a BAU standpoint. BAU refers to continued 'business-as-usual' operations and development of the City according to 2010 policies, without the inclusion of proposed or recently-adopted sustainability initiatives described in Chapter 4. The 2020 BAU emissions are estimated based on the projected growth in La Habra from 2010 to 2020. Table 3-3 (2020 BAU Net Total Emissions) summarizes the net 2020 City emissions of CO_2e as broken down by emissions category. Figure 3-2 (2020 BAU Emissions Generated by Source) is a graphical representation of Table 3-3. A detailed breakdown of 2020 emissions by category is available in Appendix D (GHG Inventory Calculations).

Table 3-3 2020 BAU Net Total Emissions	
Category	**Metric tons of CO_2e**
Transportation	124,054
Energy	137,161
Area Sources	32,790
Water	5,758
Solid Waste	17,172
Total	**316,935**
SOURCE: Atkins (2013). NOTE: Mass emissions of CO_2e shown in the table are rounded to the nearest whole number. Totals shown may not add up due to rounding. BAU: business-as-usual.	

Figure 3-2 2020 BAU Emissions Generated by Source



SOURCE: Atkins (2013).

3.3 2035 General Plan Emissions Inventory

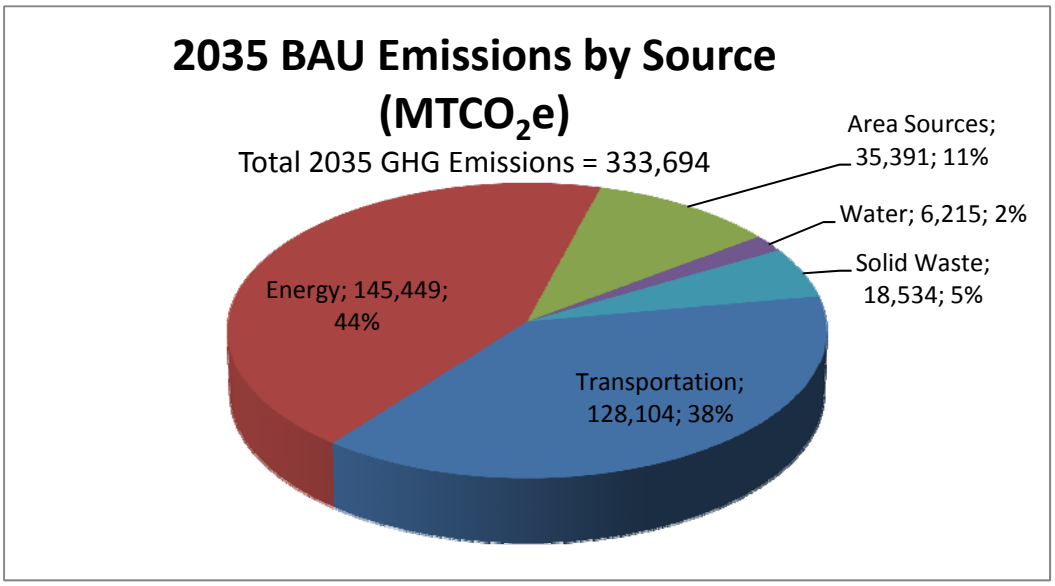
In 2035, La Habra is projected to emit a total of 333,694 $MTCO_2e$ following projections for the City's General Plan horizon year. The 2035 emissions are estimated based on the projected growth in La Habra from 2010 to 2035. Table 3-4 (2035 BAU Total Emissions) summarizes the net 2035 City emissions of CO_2e as broken down by emissions category. Figure 3-3 (2035 BAU Emissions by Source) is a graphical representation of Table 3-4. A detailed breakdown of 2035 emissions by category is available in Appendix D (GHG Inventory Calculations).

Table 3-4 2035 BAU Net Total Emissions

Category	Metric tons of CO_2e
Transportation	128,104
Energy	145,449
Area Sources	35,391
Water	6,215
Solid Waste	18,534
Total	**333,694**

SOURCE: Atkins (2013).

Figure 3-3 2035 BAU Emissions Generated by Source



SOURCE: Atkins (2013).

Net Emissions Comparison by Year

The 316,935 $MTCO_2e$ of GHG emissions for 2020 and 333,694 $MTCO_2e$ for 2035 are estimated to increase by 32,846 $MTCO_2e$ and 49,605 $MTCO_2e$ respectively above 2010 levels following BAU projections. The growth from 2010 to 2020 is 8.4% and 2010 to 2035 is 17%.

Table 3-5 (Net Total Emissions by Year) shows a comparison of net total emissions for 2010 base year, 2020 BAU, and 2035 BAU emissions and the reduction targets. Having one overall reduction target for each target year, as opposed to targets for each sector, allows La Habra to have the flexibility to reduce emissions from the sector with the most cost-effective reduction strategies (i.e., the greatest reduction in emissions at the least cost).

Table 3-5 Net Total Emissions by Year

Source	Metric Tons CO_2e 2010	2020 BAU	BAU 2035
Transportation	106,146	124,054	128,104
Energy	126,532	137,161	145,449
Area Sources	30,249	32,790	35,391
Water	5,312	5,758	6,215
Solid Waste	15,850	17,172	18,534
Total	**284,089**	**316,935**	**333,694**
Emissions Reduction Target	**--**	**241,476**	**198,862**

SOURCE: Atkins (2013).
NOTE: Mass emissions of CO_2e shown in the table are rounded to the nearest whole number. Totals shown may not add up due to rounding.
BAU: business-as-usual.

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Chapter 4 GHG Emissions Reduction Programs and Regulations

The State of California has set specific targets for reducing greenhouse gas emissions from the burning of fossil fuels in both power plants and vehicles by adopting various regulations. In addition, State energy efficiency and renewable requirements provide another level of reductions. In order to provide credit to La Habra for regulatory actions already taken or planned by the State of California, this CAP first evaluates the greenhouse gas reductions that will occur within the City as a result of these State actions.

The State actions are identified in the CAP as "R1 reduction measures." The R1 measures are included here to show all of the anticipated reduction strategies identified in the AB 32 Scoping Plan for implementation at the State level that will ultimately result in a reduction of greenhouse gas emissions at the City level. The R1 measures are not administered or enforced by the City, but the City—by describing them herein—substantiates the reductions associated with these State measures.

"R2 reduction measures" and "R3 reduction measures" will be incorporated at the City level to provide additional reductions in greenhouse gas emissions. R2 measures can be quantified to show the value of the reduction from the incorporation of those measures. Although R3 measures provide a vehicle through which reductions in emissions will occur, they cannot be qualified at this time because they are supportive measures or methods of implementation for the R2 measures. For example, R3-E2: Energy Efficiency Training & Public Education, is a measure that provides education to inform people of the programs, technology, and potential funding available to them to be more energy efficient, and provides the incentives to participate in the voluntary programs shown in R2-E1 through R2-E7. R3-E2 is supportive of measures R2-E1 through R2-E7 because it will provide more publicity, reduce the perceived challenge of being energy efficient, and provide information on potential rebates and other funding programs which will make retrofits more accessible to everyone. Therefore, although by itself R3-E2 cannot be quantified, its implementation provides a level of assurance that the reduction goals specified in the R2 measures will be achieved. A complete list of assumptions, reductions, and calculations for each of the R1 and R2 measures is included in Appendix E (Reduction Measures, Assumptions, and Attributed Reductions).

Also included in the R3 measures are reduction measures that reduce La Habra's government operation emissions. Government operations make up less than 5% of the City's total emissions, but the City can set an example for residents by implementing reduction measures at the municipal level.

Over the last few years La Habra has implemented several programs that have already begun to reduce the City's GHG emissions and will continue to provide reductions throughout the implementation of this CAP. Programs that were in place prior to 2010 are accounted for in the existing inventory while programs implemented since 2010 are included below as reduction measures used to reach the 2020 target.

The following discussion summarizes the existing La Habra programs and the proposed reduction measures to be implemented by the City to further reduce GHG emissions. The reduction measures are organized herein by source category (Transportation, Energy, Area Source, Water, and Solid Waste) then by R1, R2, and R3 measure.

The convention to be used for numbering the reduction measures will be to list the R designation (R1, R2, or R3) then an abbreviation of the source category, followed by the order number. So, R1-E1 is the first R1 measure within the energy category, R1-E2 is the second measure within the energy category, and so on. The source category abbreviations are as follows: T – transportation; E – energy; L – area source; W – water; and S - solid waste.

4.1 Existing La Habra Programs

Sustainable Development Program

The City of La Habra recognizes the importance of protecting the environment and conserving natural resources. As part of the City's effort to promote building practices that have minimal impacts on the environment, on October 20, 2008, the City Council adopted a resolution establishing a voluntary Sustainable Development Program, which provides incentives for eligible new construction projects.

SUSTAINABLE DEVELOPMENT

Sustainable Development within the construction industry and in the building process is generally defined as measures that increase and enhance recycling and resource conservation. Five major areas of sustainable development standards are typically cited, including: (1) energy efficiency standards for new construction; (2) water conservation standards in and around buildings; (3) standards for the reduction of construction waste and diversion of construction waste from landfills; (4) wood conservation requirements and, (5) indoor air quality requirements. Strengthening our regulations in these areas serves to help conserve and improve both the local and global environments, including the improvement of air quality standards in buildings, and enhancing the use of recycled products in the construction process.

LOCAL STANDARDS

Title 15 (Building and Construction Code) of the City of La Habra Municipal Code includes Chapter 15.06 (Green Building Code), wherein the City has adopted the California Green Building Code (CALGreen), 2010 Edition, as the green building code of the City for reducing the negative impact and encouraging sustainable construction practices in the planning and design, energy efficiency, water efficiency and conservation, and environmental quality of all newly constructed buildings or structures in the City of La Habra. The California Building Code requires all local governments to adopt and enforce its energy efficiency regulations. La Habra has consistently followed and adopted each edition of these regulations since they were first developed in 1978.

Chapter 15.68 (Energy Requirements) adopts the California Energy Code, 2010 Edition, as developed by the California Energy Commission, as the energy code for the City, regulating and controlling the energy efficiency of buildings in the City of La Habra.

Chapter 15.78 (Waste Management Plan for Certain Construction and Demolition Projects within the City of La Habra) currently requires recycling and diversion of waste generated by both demolition and construction by at least 50%.

La Habra Municipal Code Chapter 13.40 (Water Conservation and Water Supply Shortage Program) also has a comprehensive water conservation ordinance. This ordinance states that "at no time shall water be wasted or used unreasonably." The Code also provides for restrictions and regulations in four progressive stages.

NEW SUSTAINABLE DEVELOPMENT PROGRAM

The voluntary Sustainable Development Program is based on LEED, California Green Building and Energy Star programs. The specific requirements of these programs include: (1) building to exceed current State energy efficiency standards by at least 15%; (2) diverting at least 50% of construction and job site waste; (3) reducing water use by at least 20,000 gallons each year for a typical single family dwelling; (4) guidelines for efficient lumber and wood usage; and (5) improved indoor air quality through mechanical filtration and reduced use of volatile organic chemicals in paint and other construction materials.

Builders (including owner-builders) and developers who voluntarily obtain certification of their projects under the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Program, the California Building Industry Association's California Green Builder Program (CGB), the United States Environmental Protection Agency's Energy Star Program, or other approved, nationally recognized sustainable development standards will be eligible to receive incentives such as priority plan check service, guaranteed plan check timelines, priority field inspection service, release of electrical meters prior to final inspection.

4.2 Transportation

R1 Transportation Measures

The following list of R1 transportation related measures are those measures that California has identified in the AB 32 Scoping Plan[16] that will result in emission reductions within the City. See Appendix E (Reduction Measures, Assumptions, and Attributed Reductions) for detailed emissions reduction calculations for the R1 measures.

R1-T1: ASSEMBLY BILL 1493: PAVLEY I

Assembly Bill (AB) 1493 (Pavley) required the California Air Resources Board (CARB) to adopt regulations that will reduce GHG from automobiles and light-duty trucks by 30% below 2002 levels by the year 2016, effective with 2009 models. By 2020, this requirement will reduce emissions in California by approximately 16.4 $MMTCO_2e$, representing 17.3% of emissions from passenger/light-duty vehicles in the State. Implementation of Pavley I was delayed by the USEPA's denial of California's waiver request to set State standards that are more stringent than the federal standards, but in June 2009 the denial of the waiver was reversed and California was able to begin enforcing the Pavley requirements.

R1-T2: ASSEMBLY BILL 1493: PAVLEY II

California committed to further strengthening the AB1493 standards beginning in 2017 to obtain a 45% GHG reduction from 2020 model year vehicles. This requirement will reduce emissions in California by approximately 4.0 $MMTCO_2e$, representing 2.5% of emissions from passenger/light-duty vehicles in the State beyond the reductions from the Pavley I regulations described above.

R1-T3: EXECUTIVE ORDER S-1-07 (LOW CARBON FUEL STANDARD)

The Low Carbon Fuel Standard (LCFS) will require a reduction of at least 10% in the carbon intensity of California's transportation fuels by 2020. By 2020, this requirement will reduce emissions in California by approximately 15 $MMTCO_2e$, representing 6.9% of emissions from passenger/light-duty vehicles in the State. The emissions reduced by this strategy overlap with emissions as a result of the Pavley legislation; adding the emissions reductions would be an overestimate of the actual emissions reductions. This is accounted for in the emission reduction calculations following the methodology used by CARB to calculate emissions reductions in the AB 32 Scoping Plan.

R1-T4: TIRE PRESSURE PROGRAM

The AB 32 early action measure involves actions to ensure that vehicle tire pressure is maintained to manufacturer specifications. The State's plan for implementing this measure is directed at automotive service providers. CARB is requiring automotive service providers to check and inflate each vehicle's tires to the recommended tire pressure rating at the time of performing any automotive maintenance or

[16] California Air Resources Board, "Climate Change Scoping Plan," http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf (December 2008).

repair service, indicate on the vehicle service invoice that a tire inflation service was completed and the tire pressure measurements after the services were performed, and keep a copy of the service invoice for a minimum of three years, and make the vehicle service invoice available to the ARB, or its authorized representative upon request. By 2020, CARB estimates that this requirement will reduce emissions in California by approximately 0.55 $MMTCO_2e$, representing 0.3% of emissions from passenger/light-duty vehicles in the State.

R1-T5: LOW ROLLING RESISTANCE TIRES

This AB 32 early action measure would increase vehicle efficiency by creating an energy efficiency standard for automobile tires to reduce rolling resistance. By 2020, this requirement will reduce emissions in California by approximately 0.3 $MMTCO_2e$, representing 0.2% of emissions from passenger/light-duty vehicles in the State.

R1-T6: LOW FRICTION ENGINE OILS

This AB 32 early action measure would increase vehicle efficiency by mandating the use of engine oils that meet certain low friction specifications. By 2020, this requirement will reduce emissions in California by approximately 2.8 $MMTCO_2e$, representing 1.7% of emissions from passenger light-duty vehicles in the State.

R1-T7: GOODS MOVEMENT EFFICIENCY MEASURES

This AB 32 early action measure targets system wide efficiency improvements in goods movement to achieve GHG reductions from reduced diesel combustion. By 2020, this requirement will reduce emissions in California by approximately 3.5 $MMTCO_2e$, representing 1.6% of emissions from all mobile sources (on-road and off-road) in the State.

R1-T8: HEAVY-DUTY VEHICLE GHG EMISSION REDUCTION (AERODYNAMIC EFFICIENCY)

This AB 32 early action measure would increase heavy-duty vehicle (long-haul trucks) efficiency by requiring installation of best available technology and/or CARB approved technology to reduce aerodynamic drag and rolling resistance. By 2020, this requirement will reduce emissions in California by approximately 0.93 $MMTCO_2e$, representing 1.9% of emissions from heavy-duty vehicles in the State.

R1-T9: MEDIUM AND HEAVY-DUTY VEHICLE HYBRIDIZATION

The implementation approach for this AB 32 measure is to adopt a regulation and/or incentive program that reduce the GHG emissions of new trucks (parcel delivery trucks and vans, utility trucks, garbage trucks, transit buses, and other vocational work trucks) sold in California by replacing them with hybrids. By 2020, this requirement will reduce emissions in California by approximately 0.5 $MMTCO_2e$, representing 0.2% of emissions from all on-road mobile sources in the State. This reduction is also equivalent to a 1.0% reduction of emissions from all heavy-duty trucks in the State.

R2 Transportation Measures

The following list of R2 measures are candidate measures the City can implement to achieve an AB 32-compliant reduction target. See Appendix E (Reduction Measures, Assumptions, and Attributed Reductions) for detailed emissions reduction calculations for the R2 measures.

R2-T1: LAND USE BASED TRIPS AND VMT REDUCTION POLICIES

The demand for transportation is influenced by the density and geographic distribution of people and places. Whether neighborhoods have sidewalks or bike paths, whether homes are within walking distance of shops or transit stops will influence the type and amount of transportation that is utilized. By changing the focus of land use from automobile centered transportation, a reduction in vehicle miles traveled will occur. Opportunities include mixed-use development in the Civic Center area along La Habra Boulevard (Chapter 2 Community Development, Land Use, General Plan Policy LU 3.3 [A Vigorous and Active Downtown]) and infill development within existing commercial centers and along commercial corridors that are vacant or underutilized along Whittier Boulevard and La Habra Boulevard (Chapter 2 Community Development, Land Use, General Plan Policy LU 3.4 [Concentrated Nodes on Arterial Corridors]).

Chapter 2 Community Development, Land Use, General Plan Policy LU 3.2 (Uses to Meet Daily Needs) encourages uses that meet daily needs such as grocery stores, local-serving restaurants, and other businesses and activities within walking distance of residences to reduce the frequency and length of vehicle trips. Mixed-use development is intended to provide opportunities for an individual to participate in multiple daily activities at one location, thereby reducing automobile trips, air pollution, greenhouse gas emissions, energy consumption, and noise.

R2-T2: BICYCLE INFRASTRUCTURE

The City's goal and policies for improving the City's bicycle facilities will help achieve the City's non-motorized/alternative transportation system objectives. Chapter 3 Mobility/Circulation General Plan Policy AT 2.2 (Regional Bikeways) supports maintaining and extending where and when feasible the City's bikeway network to make bicycling an attractive option and Policy AT 2.4 (Bike Trail Linkages) provides for planning of additional Class I, Class II, or innovative bicycle trail linkages between residential areas, employment areas, schools, parks, commercial areas, and transit stations. Policy AT 2.8 (Bicycle Parking) requires that a percentage of parking spaces in new non-residential developments and additions to existing facilities be set aside for secure bicycle parking, to encourage use of bicycles for commuting, shopping, and recreational purposes. Through Policy AT 2.9 (Facilities Supporting Bicycle Riders), La Habra encourages developers of offices and other businesses with a large number of employees to provide showers and lockers as conveniences for bicycle riders. The City also supports programs which encourage more people to bicycle for transportation and

recreation, to provide an attractive and healthy transportation option, which will reduce traffic congestion, air pollution, and noise pollution under Policy AT 2.10 (Health Through Bicycling).

The City of La Habra currently has 19 miles of existing bikeways, including 1.2 miles of Class I bikeways, 3 miles of Class II bike lanes, and 15 miles of Class III bike routes. Bicycle infrastructure anticipated through general plan circulation improvements includes construction of an additional 4 miles of Class I and 7 miles of Class II bikeways to build upon the current infrastructure. This measure accounts for the reduction in VMT and GHG emissions associated with implementation of the bicycle infrastructure in order to continue to divert local commutes away from vehicles. The reduction associated with bicycle infrastructure was calculated following CAPCOA's methodology[17] and is based on the increased miles of bike paths and bikeways.

R2-T3: ELECTRIC VEHICLE INCENTIVES PROGRAM

Implementation of the SCAG's Southern California Plug-in Electric Vehicle Readiness (PEV) Plan has the potential to decrease VMT from traditional passenger vehicles by encouraging the replacements of trips in passenger vehicles with trips in electric vehicles. PEV replaces, on average, 12.7% of traditional passenger vehicle trips with electric vehicle trips.[18] This would equate to a 12.7% reduction in VMT in La Habra community-wide by 2020. Continued transition to electric vehicles is anticipated to provide a 30% reduction in VMT by 2035.

Chapter 6 Conservation/Natural Resources General Plan Policy AQ 4.5 (Zero-Emission and Low-Emission Vehicle Use) encourages the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in multifamily, mixed-use, and high density centers and corridors to accommodate these vehicles. Chapter 3 Mobility/Circulation General Plan Policy TDM 2.4 (Alternative Fuels) promotes alternative fuel support facilities such as hydrogen and CNG fueling stations and electric vehicle charging stations for these emerging technologies.

R3 Transportation Measures

The following R3 measures enhance and/or ensure the reductions accounted for within the R2 measures through education programs or are measures that will reduce emissions but cannot be quantified. Also, reduction measures implemented at the municipal level are described.

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17 California Air Pollution Control Officers Association (CAPCOA), "Quantifying Greenhouse Gas Mitigation Measures," http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf (August 2010).

18 California Air Pollution Control Officers Association (CAPCOA), "White Paper: CEQA and Climate Change," http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA-White-Paper.pdf (January 2008).

R3-T1: MUNICIPAL FLEET ALTERNATIVE VEHICLES

La Habra's municipal fleet ranges from small passenger cars to dump trucks and fire engines. In an effort to save on fuel costs and reduce air pollution and greenhouse gas emissions, the City is replacing a number of the older vehicles within the fleet to electric hybrid vehicles and vehicles that are powered on compressed natural gas (CNG). As older vehicles retire, the new replacement vehicles will continue to increase the fuel efficiency of the municipal fleet. The City's use of fuel efficient and alternative fuel vehicles helps to promote the use of these vehicles by local residents.

Chapter 3 Mobility/Circulation General Plan Policy TDM 2.4 (Alternative Fuels) promotes alternative fuel support facilities such as hydrogen and CNG fueling stations and electric vehicle charging stations for these emerging technologies.

4.3 Energy

R1 Energy Reduction Measures

The following list of R1 building energy efficiency related measures are those measures that California has identified in the AB 32 Scoping Plan that will result in emission reductions within the City. See Appendix E (Reduction Measures, Assumptions, and Attributed Reductions) for detailed emissions reduction calculations for the R1 measures.

R1-E1: RENEWABLE PORTFOLIO STANDARD FOR BUILDING ENERGY USE

Senate Bills (SBs) 1075 (2002) and 107 (2006) created the State's Renewable Portfolio Standard (RPS), with an initial goal of 20% renewable energy production by 2010. Executive Order (EO) S-14-08 establishes a RPS target of 33% by the year 2020 and requires State agencies to take all appropriate actions to ensure the target is met. In April 2011, Governor Jerry Brown signed Senate Bill 2 (2011), which codified the Executive Order and requires the State to reach the 2020 goal.[19]

R1-E2 AND R1-E3: AB 1109 ENERGY EFFICIENCY STANDARDS FOR LIGHTING (RESIDENTIAL AND COMMERCIAL INDOOR AND OUTDOOR LIGHTING)

Assembly Bill (AB 1109) mandated that the California Energy Commission (CEC) on or before December 31, 2008, adopt energy efficiency standards for general purpose lighting. These regulations, combined with other State efforts, shall be structured to reduce State-wide electricity consumption in the following ways:

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[19] California Air Resources Board, "Climate Change Scoping Plan," http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf (December 2008).

- R1-E2: At least 50% reduction from 2007 levels for indoor residential lighting by 2018; and
- R1-E3: At least 25% reduction from 2007 levels for indoor commercial and outdoor lighting by 2018.[20]

R1-E4: ELECTRICITY ENERGY EFFICIENCY (AB32)

This measure captures the emission reductions associated with electricity energy efficiency activities included in CARB's AB32 Scoping Plan that are not attributed to other R1 or R2 reductions, as described in this report. This measure includes energy efficiency measures that CARB views as crucial to meeting the State-wide 2020 target, and will result in additional emissions reductions beyond those already accounted for in California's Energy Efficiency Standards for Residential and Non-Residential Buildings (Title 24, Part 6 of the California Code of Regulations; hereinafter referred to as, "Title 24 Energy Efficiency Standards") of California's Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations; hereinafter referred to as "CALGreen").

By 2020, this requirement will reduce emissions in California by approximately 21.3 $MMTCO_2e$, representing 17.5% of emissions from all electricity in the State.[21] This measure includes the following strategies:

- "Zero Net Energy" buildings (buildings that combine energy efficiency and renewable generation so that they, based on an annual average, extract no energy from the grid);
- broader standards for new types of appliances and for water efficiency;
- improved compliance and enforcement of existing standards;
- voluntary efficiency and green building targets beyond mandatory codes;
- voluntary and mandatory whole-building retrofits for existing buildings;
- innovative financing to overcome first-cost and split incentives for energy efficiency, on-site renewables, and high efficiency distributed generation;
- more aggressive utility programs to achieve long-term savings;
- water system and water use efficiency and conservation measures;
- additional industrial and agricultural efficiency initiatives; and
- providing real time energy information technologies to help consumers conserve and optimize energy performance.

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[20] California Air Resources Board, "Climate Change Scoping Plan," http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf (December 2008).

[21] California Air Resources Board, "Climate Change Scoping Plan," http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf (December 2008).

R1-E5: NATURAL GAS ENERGY EFFICIENCY (AB32)

This measure captures the emission reductions associated with natural gas energy efficiency activities included in CARB's AB32 Scoping Plan that are not attributed to other R1 or R2 reductions, as described in this report. This measure includes energy efficiency measures that CARB views as crucial to meeting the State-wide 2020 target, and will result in additional emissions reductions beyond those already accounted for in the Title 24 Energy Efficiency Standards or CALGreen. By 2020, this requirement will reduce emissions in California by approximately 4.3 $MMTCO_2e$, representing 6.2% of emissions from all natural gas combustion in the State.[22] This measure includes the same 10 strategies bulleted in R1-E4 above.

R1-E6: INCREASED COMBINED HEAT AND POWER (AB32)

This measure captures the reduction in building electricity emissions associated with the increase of combined heat and power activities, as outlined in CARB's AB 32 Scoping Plan. The Scoping Plan suggests that increased combined heat and power systems, which capture "waste heat" produced during power generation for local use, will offset 30,000 GWh state-wide in 2020. Approaches to lowering market barriers include utility-provided incentive payments, a possible CHP portfolio standard, transmission and distribution support systems, or the use of feed-in tariffs. By 2020, this requirement will reduce emissions in California by approximately 6.7 $MMTCO_2e$, representing 7.6% of emissions from all electricity in the State.[23]

R1-E7: INDUSTRIAL EFFICIENCY MEASURES (AB32)

This measure captures the reduction in industrial building energy emissions associated with the energy efficiency measures for industrial sources included in CARB's AB 32 Scoping Plan. By 2020, this requirement will reduce emissions in California by approximately 1.0 $MMTCO_2e$, representing 3.9% of emissions from all industrial natural gas combustion in the State.[24] CARB proposes the following possible State-wide measures:

- oil and gas extraction regulations and programs to reduce fugitive CH_4 emissions;
- GHG leak reduction from oil and gas transmission;
- refinery flare recovery process improvements; and
- removal of methane exemption from existing refinery regulations.

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22 California Air Resources Board, "Climate Change Scoping Plan," http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf (December 2008).

23 California Air Resources Board, "Climate Change Scoping Plan," http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf (December 2008).

24 California Air Resources Board, "Climate Change Scoping Plan," http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf (December 2008).

R2 Energy Reduction Measures

The following list of R2 measures are candidate measures related to building energy efficiency the City can implement to achieve an AB 32 compliant reduction target. See Appendix E (Reduction Measures, Assumptions, and Attributed Reductions) for detailed emissions reduction calculations for the R2 measures.

R2-E1: NEW CONSTRUCTION RESIDENTIAL ENERGY EFFICIENCY REQUIREMENTS

The 2008 Title 24 Energy Standards were adopted by the Energy Commission on April 23, 2008, with the 2008 Residential Compliance Manual adopted by the Commission on December 17, 2008. Compliance with the 2008 standards went into effect January 1, 2010. In an effort to meet the overall goal of the California Energy Efficiency Strategic Plan of reaching zero net energy for residential buildings by 2020, the stringency of the Title 24 Energy Standards as regulated and required by the State will continue to increase every three years. As energy efficiency standards increase La Habra may want to periodically re-evaluate their percentage beyond Title 24 goal to ensure it is still a feasibly achievable goal. Chapter 4 Infrastructure General Plan Policy E 2.7 (Energy Efficient Design) encourages energy efficient design and building orientation of new buildings to reduce energy demand.

This measure facilitates the implementation of energy efficient design for all new residential buildings to be 20% beyond the current Title 24 Standards. This energy efficiency requirement is equal to that of the LEED for Homes and ENERGY STAR programs. Although not limited to these actions, this reduction goal can be achieved through the incorporation of the following:

- install energy efficient appliances, including air conditioning and heating units, dishwashers, water heaters, etc ;
- install solar water heaters;
- install top quality windows and insulation;
- install energy efficient lighting;
- optimize conditions for natural heating, cooling and lighting by building siting and orientation;
- use features that incorporate natural ventilation;
- install light-colored “cool” pavements, and strategically located shade trees along all bicycle and pedestrian routes; and
- incorporate skylights; reflective surfaces, and natural shading in building design and layouts.

R2-E2: NEW CONSTRUCTION RESIDENTIAL RENEWABLE ENERGY

Chapter 4 Infrastructure General Plan Policy E 2.8 (Renewable Energy) encourages the installation and construction of solar (photovoltaic) panel systems in private and public projects as a viable renewable energy source within the City. General Plan Policy E 2.9 (Solar Access) ensures to the extent feasible

that sites, subdivisions, landscaping, and buildings are configured and designed to maximize solar access.

This measure facilitates the voluntary incorporation of renewable energy (such as photovoltaic panels) into new residential developments. For participating developments, renewable energy applications should be such that the new home's projected energy use from the grid is reduced by 50%. The California Energy Commissions' New Solar Homes Partnership is a component of the California Solar Initiative and provides rebates to developers of 6 or more units where 50% of the units include solar power. In addition, this measure would encourage that all residents be equipped with "solar ready" features where feasible to encourage future installation of solar energy systems. These features include proper solar orientation (south facing roof sloped at 20O to 55O from the horizontal), clear access on south sloped roofs, electrical conduits installed for solar electric system wiring, plumbing installed for solar hot water systems, and space provided for a solar hot water tank. The incentive program should provide enough funding and other incentives as shown in the R3 measures to result in approximately 50% of new residential development participation in this program, thereby resulting in a 25% reduction in electrical consumption from new residential developments.

As an alternative to, or in support of, providing onsite renewable energy, the project proponent can buy into a purchased energy offset program that will allow for the purchase of electricity generated from renewable energy resources offsite. Purchased energy offsets (or a combination of incorporated renewables and purchased offsets) must be equal to 25% of the total projected energy consumption for the development. See R3-E3 for further details on the financing program.

R2-E3: RESIDENTIAL ENERGY EFFICIENCY RETROFITS

This reduction measure sets a goal for the City to increase energy efficiency in existing homes. The reductions calculated assume that 20% of homes will participate and each home will be able to reduce energy consumption by 15%. There are a variety of financial incentives and programs to assist homeowners that make implementation of these goals feasible (see Chapter 7, Implementation for more information). One key program ensuring the achievement of this reduction measure is La Habra's partnership with Southern California Edison (SCE) surrounding their Local Government Partnership Energy Efficiency Program.[25] The program would provide residences with low-interest loans that can be used to implement energy efficient improvements on their homes. This program has the potential to reduce energy consumption in retrofitted homes by a minimum of 15%. Although not limited to these actions, this reduction goal can be achieved through the incorporation of the following:

- replace inefficient air conditioning and heating units with new energy efficient models;
- replace older, inefficient appliances with new energy efficient models;
- replace old windows and insulation with top-quality windows and insulation;

[25] Southern California Edison (SCE), Energy Leadership Program, https://www.sce.com/wps/portal/home/partners/partnerships (July 2013).

- install solar water heaters;
- replace inefficient and incandescent lighting with energy efficient lighting; and
- weatherize the existing building to increase energy efficiency.

Chapter 4 Infrastructure General Plan Policy E 2.6 (Energy Efficiency Audits) encourages energy efficiency audits and retrofits of existing buildings to determine and implement repairs/retrofits needed in the heating, ventilation, air conditioning (HVAC), and lighting systems of existing buildings within the City. This reduction measure implements General Plan Policy E 2.6 (Energy Efficiency Audits) and includes review and retrofits of the building envelope (i.e., windows, doors, insulation and weatherization), as appropriate, to maximize the efficiency of HVAC systems.

R2-E4: RESIDENTIAL RENEWABLE ENERGY RETROFITS

This measure sets a goal for City residents to retrofit their homes with photovoltaic panels such that 50% of a home's electrical usage is offset. The emissions reductions calculated for this measure assumes that 20% of existing homes in La Habra will participate. The 20% participation depends on the financial incentives and programs described in Chapter 7 (Implementation). In particular, the California Energy Commission's Solar Initiative has incentives available to home owners in La Habra. Chapter 4 Infrastructure General Plan Policy E 2.8 (Renewable Energy) encourages the installation and construction of solar (photovoltaic) panel systems in private and public projects as a viable renewable energy source within the City.

R2-E5: NEW COMMERCIAL ENERGY EFFICIENCY REQUIREMENTS

This measure facilitates the implementation of energy efficient design for all new commercial buildings to be 20% beyond the current Title 24 Standards. This energy efficiency requirement is 10% greater than the minimum requirements of the LEED and ENERGY STAR programs. As energy efficiency standards increase the City may want to periodically re-evaluate their percentage beyond Title 24 goal to ensure it is still a feasibly achievable goal.

Although not limited to these actions, this reduction goal can be achieved through the incorporation of the following:

- install energy efficient appliances, including air conditioning and heating units, dishwashers, water heaters, etc.;
- install solar water heaters;
- install top quality windows and insulation;
- install energy efficient lighting;
- optimize conditions for natural heating, cooling and lighting by building siting and orientation;

- use features that incorporate natural ventilation;
- install light-colored "cool" pavements, and strategically located shade trees along all bicycle and pedestrian routes; and
- incorporate skylights; reflective surfaces, and natural shading in building design and layouts.

Chapter 4 Infrastructure General Plan Policy E 2.7 (Energy Efficient Design) encourages energy efficient design and building orientation of new buildings to reduce energy demand.

R2-E6: NEW COMMERCIAL/INDUSTRIAL RENEWABLE ENERGY

This measure would facilitate the voluntary incorporation of renewable (solar or other renewable) energy generation into the design and construction of new commercial, office, and industrial developments. Renewable energy generation will be incorporated such that a minimum of 20% of the project's total energy needs are offset. In addition this measure would encourage all facilities be equipped with "solar ready" features where feasible, to facilitate future installation of solar energy systems. These features should include the proper solar orientation (south facing roof sloped at 20° to 55° from the horizontal), clear access on south sloped roofs, electrical conduit installed for solar electric system wiring, plumbing installed for solar hot water systems, and space provided for a solar hot water tank.

As an alternative to, or in support of, providing onsite renewable energy, the project proponent can buy into an offset program that will allow for the purchase of renewable energy resources offsite. Purchased energy offsets (or a combination of incorporated renewables and purchased offsets) must be equal 20% of the total projected energy consumption for the development. See R3-E3 for further details on the financing program.

Chapter 4 Infrastructure General Plan Policy E 2.8 (Renewable Energy) encourages the installation and construction of solar (photovoltaic) panel systems in private and public projects as a viable renewable energy source within the City. General Plan Policy E 2.9 (Solar Access) ensures to the extent feasible that sites, subdivisions, landscaping, and buildings are configured and designed to maximize solar access.

R2-E7: COMMERCIAL/INDUSTRIAL ENERGY EFFICIENCY AND RENEWABLE ENERGY RETROFITS

This measure sets a goal for all commercial or industrial buildings undergoing major renovations to reduce energy consumption by a minimum of 20%. The emissions calculations assume that by 2020, 25% of commercial or industrial buildings will have reduced their energy consumption by 20% through energy efficiency and renewable energy retrofits.

The State offers incentives and programs that contribute toward the implementation of this goal (See Chapter 7, Implementation). Similar to the residential goals described above, SCE's Local Government Partnership Energy Efficiency Program could help finance energy efficiency and renewable energy projects for commercial buildings. Although not limited to these actions, this reduction goal can be achieved through the incorporation of the following:

- replace inefficient air conditioning and heating units with new energy efficient models;
- replace older, inefficient appliances with new energy efficient models;
- replace old windows and insulation with top-quality windows and insulation;
- install solar water heaters;
- replace inefficient and incandescent lighting with energy efficient lighting; and
- weatherize the existing building to increase energy efficiency.

Chapter 4 Infrastructure General Plan Policy E 2.6 (Energy Efficiency Audits) encourages energy efficiency audits and retrofits of existing buildings to determine and implement repairs/retrofits needed within existing buildings in the City. This reduction measure implements General Plan Policy E 2.6 (Energy Efficiency Audits) and includes review and retrofits of the building envelope (i.e., windows, doors, insulation and weatherization), as appropriate, to maximize the efficiency of HVAC systems. General Plan Policy E 2.8 (Renewable Energy) encourages the installation and construction of solar (photovoltaic) panel systems in private and public projects as a viable renewable energy source within the City.

R2-E8: MUNICIPAL ENERGY EFFICIENCY RETROFIT PROJECTS

With the aid of the Energy Efficiency and Conservation Block Grant (EECBG) funds, the City is working on energy efficiency retrofit projects for the following existing buildings and facilities:

- Improvements to the cooling systems and installation of energy management controls at La Habra's City Hall, Police Department, and Community Center buildings, resulting in an estimated savings of 180,040 kWh annually.
- Retrofit of fluorescent street traffic intersection identification signs with LED replacement lighting, resulting in an estimated savings of 51,060 kWh annually.
- Integration of remote program lighting controls for the ballfields at Esteli Park, resulting in an estimated savings of 80,968 kWh annually.
- Retrofit of City owned buildings including the Veterans Hall, Scout Hut, and the Woman's Club House with energy efficient windows, resulting in an estimated savings of 2,141 kWh annually.

The City's current list of municipal projects will achieve approximately 315,000 annual kWh savings. City staff will continue to identify and find funding mechanisms to implement additional energy saving retrofit projects over the coming years.

Chapter 4 Infrastructure General Plan Policy E 2.5 (City Operations) promotes City operations as a model for energy efficiency and green building and installs, as feasible, energy-efficient lighting, appliances, and alternative-energy infrastructure within City facilities.

R3 Energy Reduction Measures

The following R3 measures enhance and/or ensure the reductions accounted for within the R2 measures through education programs or are measures that will reduce emissions but cannot be quantified.

R3-E1: ENERGY EFFICIENT DEVELOPMENT AND RENEWABLE ENERGY DEPLOYMENT FACILITATION AND STREAMLINING

This measure would encourage the City to identify and remove any regulatory and procedural barriers to the implementation of green building practices and the incorporation of renewable energy systems. This could include the updating of codes and zoning requirements and guidelines. This measure could be further enhanced by providing incentives for energy efficient projects such as priority in the reviewing, permitting, and inspection process. Additional incentives could include flexibility in building requirements such as height limits or set-backs in exchange for incorporating green building practices or renewable energy systems. Measure R3-E1 streamlines the application process within the City for energy efficient design of buildings and installation of renewable energy within a project.

Chapter 4 Infrastructure General Plan Policy E 2.7 (Energy Efficient Design) encourages energy efficient design of new buildings to reduce energy demand. General Plan Policy E 2.8 (Renewable Energy) encourages the installation and construction of solar (photovoltaic) panel systems in private and public projects as a viable renewable energy source within the City.

R3-E2: ENERGY EFFICIENCY TRAINING AND PUBLIC EDUCATION

This measure would strengthen Infrastructure General Plan Policies E 2.12 (Public Awareness) and 2.13 (Sustainable Development and Energy Conservation Education), which provides public education and awareness about energy efficiency measures and reduction programs available within the City through a variety of methods including newsletters, brochures, and the City's Website. This measure would enhance this existing program by including rebates and incentives available for residences and businesses as well as providing training in green building materials, techniques, and practices for all plan review and building inspection staff. Chapter 4 Infrastructure General Plan Policy E 2.7 (Energy Efficient Design) encourages energy efficient design of new buildings to reduce energy demand. R3-E2 helps facilitate this General Plan Policy by educating the public on the value of energy efficiency and energy conservation.

R3-E3: ENERGY EFFICIENCY AND SOLAR ENERGY FINANCING

This measure would facilitate the incorporation of innovative, grant funded or low-interest financing programs for energy efficiency and renewable energy projects for both existing and new developments. This would include financing for heating, ventilation, air conditioning, lighting, water heating equipment, insulation, weatherization, and residential and commercial renewable energy. The City is a member of a partnership with SCE surrounding their Local Government Partnership Energy Efficiency Program. The program would provide property owners with low-interest loans that would be repaid over time through annual property tax payments.

Chapter 4 Infrastructure General Plan Policy E 2.7 (Energy Efficient Design) encourages energy efficient design of new buildings and General Plan Policy E 2.8 (Renewable Energy) encourages the installation and construction of solar (photovoltaic) panel systems in private and public projects as a viable renewable energy source within the City. Measure R3-E3 promotes existing financial mechanizes, grants, and incentive programs administered by SCE.

R3-E4: CROSS-JURISDICTIONAL COORDINATION

Under this reduction measure the City would coordinate with other local governments, special districts, nonprofit, and other organizations in order to optimize energy efficiency and renewable resource development and usage. This would allow for economies of scale and shared resources to more effectively implement these environmental enhancements.

Chapter 4 Infrastructure General Plan Policy E 2.11 (Cross-jurisdictional Coordination) commits the City to cooperate with other jurisdictions and groups such as SCAG to maximize energy efficiency and renewable energy usage within the City and the Region.

R3-E5: ALTERNATIVE ENERGY DEVELOPMENT PLAN

The accomplishment of this measure would encourage the City to work with SCE to explore the possibilities for producing energy by renewable means within the built environment. This would be developed to identify appropriate alternative energy facilities (i.e., photovoltaic) for use within residential and commercial developments. The Alternative Energy Development Plan will encourage the establishment of City policies and ordinances to address how alternative energy production would be conducted. This measure would identify the most optimal locations and the best means by which to avoid noise, aesthetics and other land use compatibility conflicts. Another provision of this Plan could be to identify possible sites for the production of renewable energy using local renewable sources such as solar, wind, small hydro, and/or biogas. This would encourage adopting measures to protect these resources and providing right-of-way easements, utility easements, or by setting aside land for future development of these potential production sites.

Chapter 4 Infrastructure General Plan Policy E 2.8 (Renewable Energy) encourages the installation and construction of solar (photovoltaic) panel systems in private and public projects as a viable renewable energy source within the City. Measure R3-E5 encourages the City to work with SCE to explore the potential within the City to produce renewable energy.

4.4 Area Source

R1 Area Source Reduction Measures

The following R1 area source related reduction measure has been identified by California in the AB 32 Scoping Plan and will result in emission reductions within the City. See Appendix E (Reduction Measures, Assumptions, and Attributed Reductions) for detailed emissions reduction calculations for the R1 measures.

R1-A1: SCAQMD HEALTHY HEARTHS PROGRAM

AQMD's Rule 445-Wood Burning Devices, adopted on March 7, 2008, applies to residents in the South Coast Air Basin and includes the following key components:

- no permanently installed indoor or outdoor wood burning devices in new developments; and
- establishes a mandatory wood burning curtailment program on high pollution days during November through February, beginning November 1, 2011. Based on current air quality conditions, there may be 10 to 25 mandatory curtailment days in specific areas.[26]

See Appendix E (Reduction Measures, Assumptions, and Attributed Reductions) for detailed emissions reduction calculations for the R1 measures.

R2 Area Source Reduction Measures

The following R2 measure is a candidate measure related to area source that the City can implement to achieve an AB 32 compliant reduction target. See Appendix E (Reduction Measures, Assumptions, and Attributed Reductions) for detailed emissions reduction calculations for the R2 measures.

R2-A1: ELECTRIC LANDSCAPE EQUIPMENT PROGRAM

This measure reduces GHG emissions by substituting electric landscaping equipment for the traditional gas-powered equipment. Electric lawn equipment including lawn mowers, leaf blowers and vacuums, shredders, trimmers, and chain saws are available. When electric landscaping equipment is used in place of conventional equipment, direct GHG emissions from gasoline combustion are replaced with lower indirect GHG emissions associated with the electricity used to power the equipment. The City can implement this measure by requiring new development to install outdoor electric outlets and require landscape maintenance of large mixed use and commercial development to use electric landscape equipment. This measure can also be implemented by coordinating with the South Coast Air Quality Management District (SCAQMD) lawnmower exchange program, which will exchange gasoline powered lawn mowers with electric lawn mowers. This tactic aligns with chapter 4 Infrastructure General Plan Policy E 2.12 (Public Awareness), which encourages city cooperation with energy service providers to increase public awareness of available energy conservation programs to increase energy efficiency in older neighborhoods and developments. This measure assumes that 30 percent of new development would use electric landscape equipment and 5 percent of existing gasoline powered lawn mowers within the city would be exchanged for electric lawn mowers through the SCAQMD program by year 2020.

R3 Area Source Reduction Measures

The following R3 measures enhance and/or ensure the reductions accounted for within the R2 measures through landscape strategies that will help reduce greenhouse gas emissions and can be incorporated into development projects without additional cost. These measures strategically place trees and other

[26] South Coast Air Quality Management District (AQMD), Rule 445 Wood Burning Devices (March 7, 2008).

landscape mechanisms that create shade to reduce the heat island effect within parking lots and adjacent to buildings, which in turn, reduces the temperature of buildings and cars during the summer.

R3-A1: EXPAND CITY TREE PLANTING

This program evaluates the feasibility of expanding tree planting within the City. This includes the evaluation of potential carbon sequestration from different tree species, potential reductions of building energy use from shading, and GHG emissions associated with pumping water used for irrigation. Commercial and retail development should be encouraged to exceed shading requirements by a minimum of 10% and to plant low emission trees. Chapter 6 Conservation/Natural Resources General Plan Policy BR 1.8 (Tree Preservation) encourages the preservation of existing trees in existing and new developments and BR 1.9 (Enhanced Development Landscape) encourage owners of lots with expansive surface parking lots to plant trees and landscapes.

R3-A2: HEAT ISLAND PLAN

The implementation of this measure would include promoting the use of cool roofs, cool pavements, and parking lot shading to the entire City and expanding upon La Habra's General Plan Infrastructure Policy E 2.7 (Energy Efficient Design) by increasing the number of strategically placed shade trees and encouraging site, building, and landscape design that reduces exterior heat gain and heat island effects to reduce energy demands. Further, as La Habra amends the City-adopted specific plans' design guidelines and elects to prepare additional design guidelines for areas not covered by a specific plan, the City should include that all new developments and major renovations (additions of 25,000 square feet or more) would be encouraged to incorporate the following strategies such that heat gain would be reduced for 50% of the non-roof impervious site landscape (including parking, roads, sidewalks, courtyards, and driveways). The strategies include:

- strategically placed shade trees;
- paving materials with a Solar Reflective Index (SRI) of at least 29;
- open grid pavement system; or
- covered parking (with shade or cover having an SRI of at least 29).

4.5 Water

R1 Water Reduction Measure

The following R1 water related reduction measure has been identified in the AB 32 Scoping Plan and will result in emission reductions within the City. See Appendix E (Reduction Measures, Assumptions, and Attributed Reductions) for detailed emissions reduction calculations for the R1 measures.

R1-W1: RENEWABLE PORTFOLIO STANDARD (33% BY 2020) RELATED TO WATER SUPPLY AND CONVEYANCE

This measure would increase electricity production from eligible renewable power sources to 33% by 2020. A reduction in GHG emissions results from replacing natural gas-fired electricity production with zero GHG-emitting renewable sources of power. By 2020, this requirement will reduce emissions from electricity used for water supply and conveyance in California by approximately 21.3 $MMTCO_2e$, representing 15.2% of emissions from electricity generation (in-State and imports).[27]

R2 Water Reduction Measure

The following R2 measure is a candidate measure related to water that the City can implement to achieve an AB 32 compliant reduction target. See Appendix E (Reduction Measures, Assumptions, and Attributed Reductions) for detailed emissions reduction calculations for the R2 measures.

R2-W1: WATER USE REDUCTION INITIATIVE

This initiative would reduce emissions associated with electricity consumption for water treatment and conveyance. This measure encourages the City to adopt a per capita water use reduction goal in support of the Governors Executive Order S-14-08 which mandates the reduction of water use of 20% per capita. The City's adoption of a water use reduction goal would introduce requirements for new development and would provide cooperative support for water purveyors that are required to implement these reductions for existing developments. The City would also provide internal reduction measures such that City facilities will support this reduction requirement. The following represent potential programs that can be implemented to attain this reduction goal.

WATER CONSERVATION PROGRAM

Under this program excessive watering of landscaping, excessive fountain operation, watering during peak daylight hours, water of non-permeable surfaces, excessive water use for noncommercial washing, and water use resulting in flooding or runoff would be prohibited. In addition the program would encourage efficient water use for construction activities, the installation of low-flow toilets and showerheads for all new developments, use of drought-tolerant plants with efficient landscape watering systems for all new developments, recycling of water used for cooling systems, use of pool covers, and the posting of water conservation signage at all hotels.

NEW DEVELOPMENT INCENTIVES

Provide incentives for developers to comply with the California Green Building Standards Code as requirements for all new development. Under this Code, new developments are required to reduce indoor potable water use by 20% beyond the Energy Policy Act of 1992 fixture performance requirements, and to reduce outdoor potable water use by 50% from a mid-summer baseline average

[27] California Air Resources Board, "Climate Change Scoping Plan," http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf (December 2008).

consumption through irrigation efficiency, native plant selection, the use of recycled water and/or captured rainwater for example.

WATER EFFICIENCY RETROFIT PROGRAM

This program would encourage upgrades in water efficiency for renovations or additions of residential, commercial, office, and industrial properties equivalent to that of new developments. The City would work with local water purveyors to achieve consistent standards, and to develop, approve, and review procedures for implementation.

Several Water Conservation Policies provide various ways of water conservation within the City that align with measure R2-W1. Chapter 4 Infrastructure General Plan Policy WS 2.1 (Water Conservation Standards and Programs) supports implementing water conservation standards and programs during non-shortage conditions that reduce water consumption through conservation, reasonable and beneficial use of water, and prevention of water waste. Policy WS 2.2 (Recycled Water) encourages the investigation of alternative sources of water such as reclaimed water, stored rainwater, or grey water for irrigation of landscaped and/or park areas. Policy WS 2.4 (Water Conservation Irrigation) requires water conservation irrigation methods (i.e., drip irrigation, soil moisture sensors and automatic irrigation systems) in all new and major renovated structures, while Policy WS 2.5 (Water Conservation Devices) requires compliance with state laws for water conservation devices (i.e., low flush toilets, self closing faucets, and pressure reducing valves) in all new and major renovated structures.

R3 Water Reduction Measure

The following R3 measure enhances and/or ensures the reductions accounted for within the R2 measure identified above.

R3-W1: WATER EFFICIENCY TRAINING AND EDUCATION

Under this measure the City, in coordination with local water purveyors would implement a public information and education program that promotes water conservation. The program could include certification programs for irrigation designers, installers, and managers, as well as classes to promote the use of drought tolerant, native species and xeriscaping. This measure supports measure R2-W1 discussed above.

Chapter 4 Infrastructure General Plan Policy WS 2.1 (Water Conservation Standards and Programs) supports implementing water conservation standards and programs during non-shortage conditions that reduce water consumption through conservation, reasonable and beneficial use of water, and prevention of water waste. Policy WQ 1.9 supports water pollution awareness and water quality educational programs to educate the public about practices and programs to minimize water pollution. Measure R3-W1 helps implement these General Plan Policies by providing public education on water conservation techniques and programs.

4.6 Solid Waste

R1 Solid Waste Measure

The following R1 solid waste related measure is a measure that California has identified in the AB 32 Scoping Plan that will result in emission reductions within the City. See Appendix E (Reduction Measures, Assumptions, and Attributed Reductions) for detailed emissions reduction calculations for the R1 measures.

R1-S1: WASTE MEASURES

The CARB AB32 Scoping Plan recommends three measures for reducing emissions from Municipal Solid Waste at the State level, including: 1) landfill methane control; 2) increase the efficiency of landfill methane capture; and 3) high recycling/zero waste. CARB approved a regulation implementing the discrete early action program for methane recovery (1), which became effective June 17, 2010. This measure is expected to result in a 1.0 $MMTCO_2e$ reduction by 2020.[28] Other measures proposed by CARB include increasing efficiency of landfill methane capture (2) and instituting high recycling/zero waste policies (3). Potential reductions associated with these measures are still to be determined.

R2 Solid Waste Measures

The following R2 measure reduces emissions related to solid waste and helps La Habra to achieve an AB 32 compliant reduction target. See Appendix E (Reduction Measures, Assumptions, and Attributed Reductions) for detailed emissions reduction calculations for the R2 measures.

R2-S1: CITY DIVERSION PROGRAM

This measure would implement a Citywide waste diversion goal of diverting 75% of all waste from landfills by 2020, which is outlined in Chapter 4 Infrastructure General Plan Policy WR 2.1 (AB 341 and 75 Percent Recycling).

The following is a potential list of waste reduction measures that will further strengthen existing waste reduction/diversion programs along with coordination with Waste Management and local landfills.

- Provide outreach and education programs for residential, commercial, and industrial land uses in order to further promote existing City diversion programs.
- Increase disposal fees and/or reduce residential pick-up frequency.
- Encourage businesses to adopt a voluntary procurement standard and prioritize those products that have less packaging, are reusable, recyclable, or compostable.

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[28] California Air Resources Board, "Climate Change Scoping Plan," http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf (December 2008).

- Support State level policies that provide incentives for efficient and reduced packaging waste for commercial products.
- Provide waste audits.
- Make recycling and composting mandatory at all public events.
- Establish an appliance end-of-life requirement.
- For new developments, require the use of recycled-content materials, or recycled materials.
- Require a minimum of 15% of materials used in construction be sourced locally, as feasible.
- Encourage the use of recycled building materials and cement substitutes for new developments.
- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, rubber, and cardboard).
- Provide interior and exterior storage areas for recyclables and green waste at all buildings.
- Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development.
- Provide education and publicity about reducing waste and available recycling services.

Chapter 4 Infrastructure General Plan Policy WR 1.4 (Waste Diversion) requires recycling within the City, Policy WR 1.5 (Waste Collection Performance) provides periodic review of recycling within the City, Policy WR 1.6 (New Construction and Recycled Materials Use) encourages the use of recycled materials during construction, Policy WR 2.2 (City Role) increases the City's role in recycling management, and Policy WR 2.5 (Recycling Collection Centers) continues to support recycling participation through permitted drop off and certified recycling collection centers in commercial and industrial areas with the City.

R3 Solid Waste Measures

The following R3 measures enhance and/or ensure the reductions accounted for within the R2 measure identified above.

R3-S1: ENCOURAGE INCREASED EFFICIENCY OF THE GAS TO ENERGY SYSTEM AT LANDFILLS

Under the American Recovery and Reinvestment Act of 2009, the Olinda Alpha Landfill was equipped with gas-to-energy system which reduces 1.2 million tons of CO_2 equivalents by capturing methane emitted from the landfill (US DOE 2013). This measure would encourage Olinda Alpha Landfill to keep current with upgrades in efficiencies to waste to energy systems and to upgrade as feasible when significant increases in conversion efficiencies are available. The majority of La Habra's waste (over 85%) is deposited in the Olinda Alpha

Landfill, so the emissions from La Habra's solid waste are dependent on the waste management and methane capture systems in place at Olinda Alpha. Other landfills that serve the City include El Sobrante Landfill and Frank R. Bowerman Sanitary Landfill which are also equipped with gas-to-energy systems. Any reductions in emissions from these landfills will, in turn, reduce La Habra's emissions from solid waste generation.

Measure R3-S1 provides coordination between the City and the landfill operators to encourage additional GHG emission reductions associated with landfill offgassing and improvements in the existing methane collection systems. Chapter 4 Infrastructure General Plan Policy WR 1.2 (AB 939 and 50 Percent Diversion) and Policy WR 2.1 (AB 341 and 75 Percent Recycling) support the continued partnering, planning and compliance documentation with AB 939 that requires a 50% diversion of solid waste from landfills and AB 341's source reduction, recycling, and composting requirement of 75%.

R3-S2: WASTE EDUCATION PROGRAM

This measure would build on La Habra's existing waste education program to provide public education and increased publicity about commercial and residential recycling. This measure would educate the public about waste reduction options available at both residential and commercial levels, including composting, grass recycling, and waste prevention, and available recycling services. Chapter 4 Infrastructure General Plan Policy WR 5.2 (Public Education) has the City preparing and disseminating, as appropriate, informational brochures, newsletters, pamphlets, door hangers, and fact sheets at City Hall, communitywide events, and on the City's website to educate the public on source reduction, solid waste diversion, recycling, infections waste management, and composting resources and educational programs.

4.7 R2 and R3 Reduction Measures Summary

The R2 and R3 measures outlined in this CAP are implemented at the local level through a variety of ways, including applicable 2035 General Plan polices (see Table 1-1, GHG-Related La Habra 2035 General Plan Policies). Many of the reduction measures are targeted toward new development and will be implemented during development review and entitlement. Others are implemented through improvements to City services and operations, increasing efficiencies. Some reduction measures are accomplished through intergovernmental coordination with local, regional, State, and federal agencies. Still other reduction measures target programs for private businesses and residents. Table 4-1 (La Habra R2 and R3 GHG Reduction Measures) summarizes the R2 and R3 reduction measures for the City of La Habra, outlining the implementation as well as including potential example projects to achieve the reduction goals of each measure.

Table 4-1 La Habra R2 and R3 GHG Reduction Measures			
Reduction Measures	**General Plan Policy Implementation**	**Example Project**	**More Information**
Transportation			
R2-T1: Land Use Based Trips and VMT Reduction Policies	LU 2.4, LU 3.1, LU 3.2, LU 3.3, LU 3.4, LU 5.4, LU 6.5, LU 7.5, LU 7.6, LU 12.1, LU 13.1, LU 16.3, AT 1.3, AT 1.4, AT 1.8, AT 1.9, AT 1.12, AT 1.13, AT 2.1, AT 2.4, AT 2.6, AT 2.9, AT 2.10, AT 3.1, AT 3.2, AT 3.6, TDM 1.1 – TDM 1.4, TDM 2.1, TDM 2.2, AQ 2.1, AQ 2.2, AQ 4.1	City of La Habra 2035 General Plan Ventura County VMT Reduction Report	http://www.lahabracity.com/ http://www.ventura.org/rma/planning/pdf/studies/vmt_reduction.pdf
R2-T2: Bicycle Infrastructure	LU 11.11, LU 16.6, AT 2.1 – AT 2.10	City of La Habra 2035 General Plan	http://www.lahabracity.com/
R2-T3: Electric Vehicle Incentives Program	TDM 2.5, AQ 4.5	City of La Habra 2035 General Plan NEV Plan for City of Lincoln, CA	http://www.lahabracity.com/ http://www.ci.lincoln.ca.us/index.cfm?page=965064
R3-T1: Municipal Fleet Alternative Vehicles	TDM 2.4, AQ 4.4, AQ 4.5	City of La Habra 2035 General Plan	http://www.lahabracity.com/
Energy			
R2-E1: New Construction Residential Energy Efficiency Requirements	LU 5.1, LU 5.2, LU 5.4, E 2.2, E 2.3, E 2.5, AQ 2.1, AQ 2.7	City of La Habra 2035 General Plan Energy Star New Homes City of Berkeley, CA Energy Efficiency for Homes	http://www.lahabracity.com/ http://www.energystar.gov/index.cfm?c=new_homes.hm_index http://www.ci.berkeley.ca.us/ContentDisplay.aspx?id=19376

Table 4-1 La Habra R2 and R3 GHG Reduction Measures

Reduction Measures	General Plan Policy Implementation	Example Project	More Information
R2-E2: New Construction Residential Renewable Energy	E 2.8, E 2.9	City of La Habra 2035 General Plan CA Energy Commission's New Solar Homes Partnership City of Riverside, Residential PV System Rebate	http://www.lahabracity.com/ http://www.gosolarcalifornia.org/about/nshp.php http://www.riversideca.gov/utilities/resi-pv-incentive.asp
R2-E3: Residential Energy Efficiency Retrofits	E 2.8	City of La Habra 2035 General Plan SCE Energy Efficiency Program, Existing City of La Habra Program	http://www.lahabracity.com/ http://www.gosolarcalifornia.ca.gov/csi/index.php
R2-E4: Residential Renewable Energy Retrofits	E 2.8	City of La Habra 2035 General Plan CA Energy Commission's Solar Initiative SCE Energy Efficiency Program City of Riverside, Residential PV System Rebate	http://www.lahabracity.com/ http://www.gosolarcalifornia.ca.gov/csi/index.php http://www.dsireusa.org/incentives/incentive.cfm?Incentive_Code=CA223F http://www.riversideca.gov/utilities/resi-pv-incentive.asp
R2-E5: New Commercial Energy Efficiency Requirements	LU 5.1, LU 5.2, LU 5.4, E 2.2, E 2.3, AQ 2.1, AQ 2.7	City of La Habra 2035 General Plan CalRecycle Sustainable Building Guidelines Imperial Irrigation District New Construction Energy Efficiency Program	http://www.lahabracity.com/ http://www.calrecycle.ca.gov/Greenbuilding/Design/Guidelines.htm http://www.iid.com/index.aspx?page=296

Table 4-1 La Habra R2 and R3 GHG Reduction Measures

Reduction Measures	General Plan Policy Implementation	Example Project	More Information
R2-E6: New Commercial/ Industrial Renewable Energy	E 2.8, E 2.9	City of La Habra 2035 General Plan CalRecycle Sustainable Building Guidelines City of Riverside, Non-Residential PV System Rebate	http://www.lahabracity.com/ http://www.calrecycle.ca.gov/Greenbuilding/Design/Guidelines.htm http://www.riversideca.gov/utilities/busi-solar.asp
R2-E7: Commercial/ Industrial Energy Efficiency and Renewable Energy Retrofits	E 2.8	City of La Habra 2035 General Plan CA Energy Commission's Solar Initiative SCE Energy Efficiency Program City of Riverside, Non-Residential PV System Rebate	http://www.lahabracity.com/ http://www.gosolarcalifornia.ca.gov/csi/index.php http://dsireusa.org/incentives/incentive.cfm?Incentive_Code=CA64F http://www.riversideca.gov/utilities/busi-solar.asp
R2-E8: Municipal Energy Efficiency Retrofit Projects	E 2.5, E 2.8	City of La Habra 2035 General Plan EECBG funded projects and Community Energy Partnership Existing City of La Habra projects and partnerships	http://www.lahabracity.com/ http://www.communityenergypartnership.org/ http://www.lahabracity.com/section.cfm?id=70
R3-E1: Energy Efficient Development, and Renewable Energy Deployment Facilitation and Streamlining	E 2.7, E 2.8, E 2.9, AQ 3.6	City of La Habra 2035 General Plan	http://www.lahabracity.com/
R3-E2: Energy Efficiency Training and Public Education	E 2.12, E 2.13	City of La Habra 2035 General Plan	http://www.lahabracity.com/
R3-E3: Energy Efficiency and Solar Energy Financing	E 2.8, E 2.9	City of La Habra 2035 General Plan	http://www.lahabracity.com/
R3-E4: Cross-Jurisdictional Coordination	E 1.1, E 2.11	City of La Habra 2035 General Plan	http://www.lahabracity.com/

Table 4-1 La Habra R2 and R3 GHG Reduction Measures

Reduction Measures	General Plan Policy Implementation	Example Project	More Information
R3-E5: Alternative Energy Development Plan	E 2.1, E 2.8	City of La Habra 2035 General Plan	http://www.lahabracity.com/
Area Source			
R2-A1 Electric Landscape Equipment Program	E.2.12, E 2.13	City of La Habra 2035 General Plan SCAQMD landscape equipment exchange program	http://www.lahabracity.com/ http://www.aqmd.gov/tao/lawnmower.html
R3-A1: Expand City Tree Planting	BR 1.8, BR 1.9, BR 1.13	City of La Habra 2035 General Plan	http://www.lahabracity.com/
R3-A2: Heat Island Plan	LU 14.2, E 2.7	City of La Habra 2035 General Plan	http://www.lahabracity.com/
Water			
R2-W1: Water Use Reduction Initiative	WS 1.6, WS 2.1 – WS 2.8, WQ 1.3, WQ 1.5	City of La Habra 2035 General Plan Existing City of La Habra Project, continue and expand existing water programs	http://www.lahabracity.com/ http://www.lahabracity.com/page.cfm?name=conserve
R3-W1: Water Efficiency Training and Education	WS 2.1, WQ 1.9	City of La Habra 2035 General Plan	http://www.lahabracity.com/
Solid Waste			
R2-S1: City Diversion Program	WR 1.2-1.7, WR 2.1 – WR 2.9, WR 4.1, WR 5.2	City of La Habra 2035 General Plan CA Integrated Waste Management Board Resources, coordination with Waste Management and Orange County	http://www.lahabracity.com/ http://www.calrecycle.ca.gov/LGCentral/Library/Innovations/Incentives/HaulIncen.htm
R3-S1: Encourage Increased Efficiency of the Gas to Energy System at Landfills	WR 1.2, WR 2.1	City of La Habra 2035 General Plan	http://www.lahabracity.com/
R3-S2: Waste Education Programs	WR 5.1 – WR 5.5	City of La Habra 2035 General Plan	http://www.lahabracity.com/
SOURCE: Atkins (2013).			

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Chapter 5 Total Estimated Reductions

In 2020, the City of La Habra is projected to emit a total of 316,935 $MTCO_2e$ without the incorporation of reduction measures. The City emissions for 2020 are estimated to be reduced to 213,949 $MTCO_2e$.

In 2035, the City of La Habra is projected to emit a total of 333,694 $MTCO_2e$ without the incorporation of reduction measures. The City emissions for 2035 are estimated to be reduced to 196,297 $MTCO_2e$.

Emission reductions estimated for years 2020 and 2035 were based on the accomplishments likely to be achieved as indicated in the measures detailed in Chapter 4. A detailed description of the reduction calculations is included in Appendix E (Reduction Measures, Assumptions, and Attributed Reductions).

5.1 Reduced 2020 Net Total Emissions

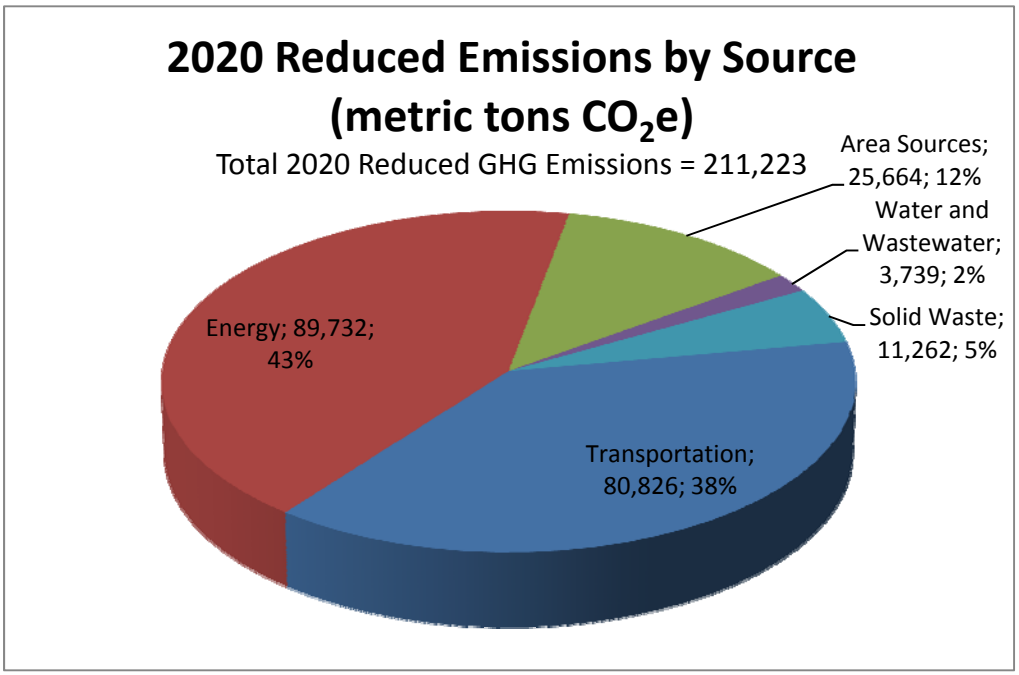
Table 5-1 (Reduced 2020 Net Total Emissions) summarizes the net reduced 2020 City emissions of metric tons of CO_2e as broken down by Emissions category. Figure 5-1 (Reduced 2020 Emissions by Source) is a graphical representation of Table 5-1. A detailed breakdown of reduced 2020 emissions by category is available in Appendix D (GHG Inventory Calculations).

Table 5-1 Reduced 2020 Net Total Emissions

Category	Metric tons of CO_2e
Transportation	80,826
Energy	89,732
Area Sources	25,664
Water	3,739
Solid Waste	11,262
Total	**211,223**

SOURCE: Atkins (2013).

Figure 5-1 Reduced 2020 Emissions by Source



SOURCE: Atkins (2013).

5.2 Reduced 2035 Net Total Emissions

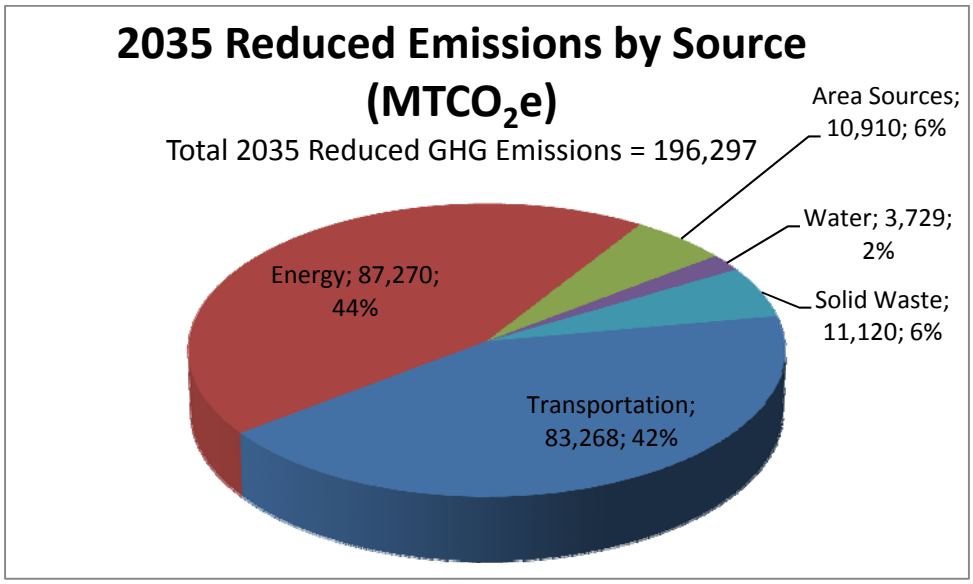
Table 5-2 (Reduced 2035 Net Total Emissions) summarizes the net reduced 2035 City emissions of CO_2e as broken down by Emissions category. Figure 5-2 (Reduced 2035 Emissions by Source) is a graphical representation of Table 5-2. A detailed breakdown of reduced 2035 emissions by category is available in Appendix D (GHG Inventory Calculations).

Table 5-2 Reduced 2035 Net Total Emissions

Category	Metric tons of CO_2e
Transportation	83,268
Energy	87,270
Area Sources	10,910
Water	3,729
Solid Waste	11,120
Total	**196,297**

SOURCE: Atkins (2013).

Figure 5-2 Reduced 2035 Emissions by Source



SOURCE: Atkins (2013).

5.3 Net Emissions Comparison by Year

With the reduction measures outlined in Chapter 4 (GHG Emissions Reduction Programs and Regulations), La Habra's total emissions are estimated to decrease to 213,949 metric tons of CO_2e by 2020, which is below the reduction target of 241,476 metric tons of CO_2e for 2020. The reduced 2020 total emissions are an estimated 102,986 metric tons of CO_2e below 2020 BAU emissions and 70,140 metric tons of CO_2e below 2010 emissions.

Table 5-3 (Net Total Emissions by Year) shows a comparison between the 2010, 2020, and 2035 levels, including what the 2020 and 2035 BAU emissions would have been and what 2020 and 2035 emissions are anticipated to be with the inclusion of these reduction measures.

Table 5-3 Net Total Emissions by Year

	Metric tons of CO_2e				
Source Category	**2010**	**BAU 2020**	**Reduced 2020**	**BAU 2035**	**Reduced 2035**
Transportation	106,146	124,054	80,826	128,104	83,268
Energy	126,532	137,161	89,732	145,449	87,270
Area Sources	30,249	32,790	25,664	35,391	10,910

Table 5-3 Net Total Emissions by Year

Source Category	2010	BAU 2020	Reduced 2020	BAU 2035	Reduced 2035
	Metric tons of CO_2e				
Water	5,312	5,758	3,739	6,215	3,729
Solid Waste	15,850	17,172	11,262	18,534	11,120
Total	**284,089**	**316,935**	**211,223**	**333,694**	**196,297**
Reduction Target	**N/A**	**241,476**	**241,476**	**198,862**	**198,862**
Below Reduction Target	**N/A**	**No**	**Yes**	**No**	**Yes**

SOURCE: Atkins (2013).
NOTE: Mass emissions of CO_2e shown in the table are rounded to the nearest whole number. Totals shown may not add up due to rounding.
BAU: business-as-usual.

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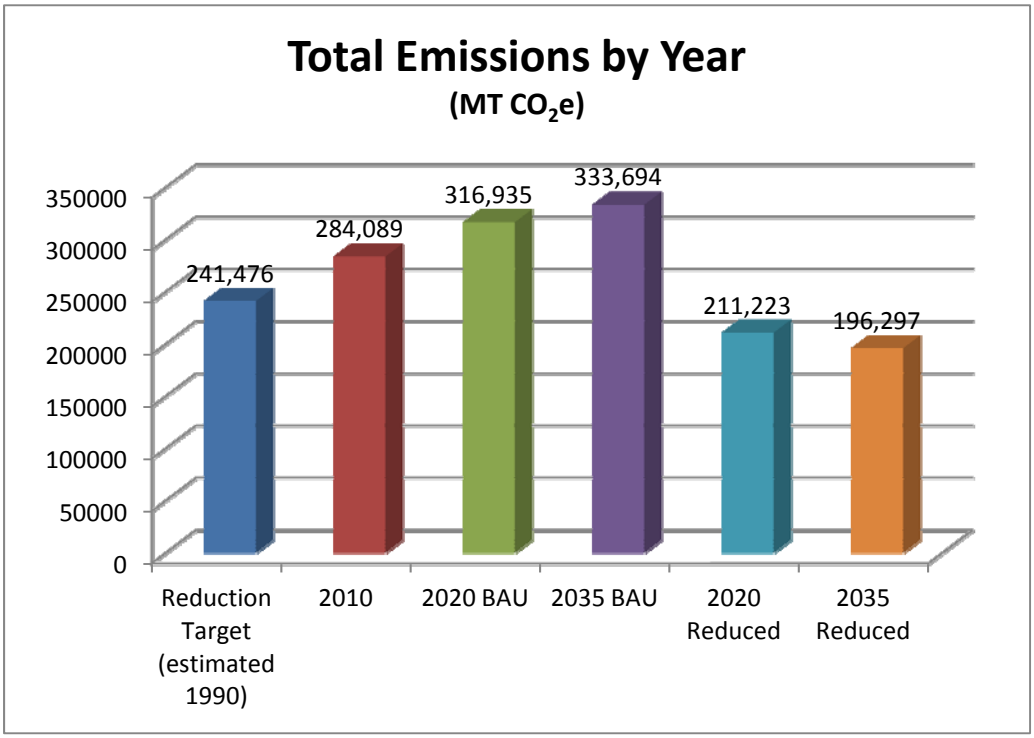
Chapter 6 Conclusion

This La Habra Climate Action Plan serves as a guide to help the City pursue work plans with the objectives of conserving resources and reducing GHG emissions. This document also serves as a technical resource for the update of the City's current General Plan and other land use related documents that may require evaluation and documentation of GHG emissions. Figure 6-1 (Total Emissions by Year) shows a comparison between the emission inventories and the reduction target.

Figure 6-1 Total Emissions by Year



SOURCE: Atkins (2013).

Consistent with the State reduction goals in AB 32, a target has been set to reduce Citywide GHG emission emissions by 15% from 2010 levels by 2020. The CARB Scoping Plan provides the State with reduction strategies designed to meet the reduction goals of AB 32. The City has a reduction strategy as described in Chapter 4 that is predicted to meet the State reduction goal. Reduction measures provided herein will ensure that La Habra meets the AB 32 reduction target of reducing to 15% below 2010 levels. Such programs include strengthening the City's ordinances as well as implementing energy efficiency programs, solar rebates, conservation programs, incentives and ordinances. In some cases, implementation will require the cooperation of other agencies, private businesses, and residents. The success of these measures will be tracked using indicators and targets such as those described in this CAP.

Continued implementation of this CAP post-2020 is discussed in Chapter 7, Step 7 below.

Chapter 7 Implementation

This chapter describes implementation steps for the CAP to support achievement of the GHG reduction goals for the community at large. Success in meeting the City's GHG emission reduction goal will depend on cooperation, innovation, and participation by City offices and residences, businesses, and government entities in the City's land use jurisdiction with regards to implementing the CAP. Key steps that the City will follow for the implementation of this CAP are outlined.

7.1 STEP 1—Administration and Staffing

The City will implement key internal administration and staffing actions to create a GHG Reduction Team (GRT), which will include an Implementation Coordinator, to support and guide the City's efforts to reduce emissions and implement the CAP.

The City GRT will be responsible for implementing this CAP, coordinating among all involved City departments, and recommending modifications and changes to the CAP over time. The GRT will, at a minimum, include the following departments, but will be expanded as needed to ensure coordinated leadership in plan implementation: Community Development, Community Services, and Public Works.

7.2 STEP 2—Financing and Budgeting

The CAP will require creative, continuing, and committed financing in order for its implementation to work. Local, regional, State, and federal public sources of funding will be needed along with the substantial involvement of the private sector. As one of the first priorities for implementation of the plan, the City will consider how to fund its implementation. Fortunately, the City currently has programs with finance strategies that complement the CAP. These programs include continued improvements and extensions of bike paths, energy efficient retrofits, water conservation and more. These same existing City finance strategies may be used to implement the reduction measures and monitoring program in the CAP. Throughout implementation of the plan, these finance strategies will take into account the costs and staff resources as well as the financial benefits and cost savings. The following different financing options are used in the finance strategies, for example:

- State and Federal Grants and Low-interest Loans—As described below there are a variety of grant and loan programs that exist in various areas.
- Support from Local Businesses (e.g., Waste Management of Orange County and Davis Construction Company), Non-Profits (e.g., California Renewable Energy Initiative partnerships), and Agencies (e.g., SCE, CEC, and OCTA programs)—Opportunities for public/private partnerships exist to provide cooperation on many aspects of the CAP including energy efficiency retrofits, waste minimization, transit promotion, and education.
- Agreements with Private Investors—Energy service companies (ESCOs) and other private companies can finance up-front investments in energy efficiency and then be reimbursed through revenues from energy savings.

Given that financing is critical to implementing many measures, a review of current and potential funding sources was completed for the different sectors covered in this CAP and is presented below to help early phase implementation of the CAP. Whether at the federal, regional or State level, it appears likely that there will be some form of a cap and trade system in place within several years. This system, depending on its particular character, is likely to influence energy prices for electricity, natural gas, and vehicle fuels, and may make currently cost-ineffective measures more economically feasible in the medium term and allow the financing of a broader range of plan measures.

Energy Efficiency and Renewable Energy Financing

FEDERAL ENERGY EFFICIENCY CONSERVATION BLOCK GRANTS

As part of the stimulus package (the "American Recovery and Reinvestment Act" or ARRA), signed into law by President Obama in the spring of 2009, block grants are available for energy efficiency planning and improvements in building, transportation, and other sectors. The purpose of the federal Energy Efficiency Conservation Block Grant (EECBG) Program is to assist eligible entities in creating and implementing strategies to: reduce fossil fuel emissions in a manner that is environmentally sustainable and that maximizes, to the greatest extent practicable, benefits for local and regional communities; reduce the total energy use of the eligible entities; and improve energy efficiency in the building sector, the transportation sector, and other appropriate sectors. Eligible activities include: development of an energy efficiency and conservation strategy; technical consultant services; residential and commercial building energy audits; financial incentive programs; energy efficiency retrofits; energy efficiency and conservation programs for buildings and facilities; development and implementation of certain transportation programs; building codes and inspections; certain distributed energy projects; material conservation programs; reduction and capture of methane and greenhouse gases from landfills and dairies; efficiency traffic signals and street lighting; renewable energy technologies on government buildings; and other appropriate activity.

La Habra received $528,500 in funds from the EECBG in September 2009. Projects include energy efficiency retrofits of windows and cooling systems, ballfield lighting controls, and the conversion of fluorescent street sign lamps to energy efficient LED lighting.

See: http://www1.eere.energy.gov/wip/project_map/project_details_new.aspx?pid=2243

FEDERAL TAX CREDITS FOR ENERGY EFFICIENCY

On October 3, 2008, President Bush signed into law the "Emergency Economic Stabilization Act of 2008." This bill extended tax credits for energy efficient home improvements (windows, doors, roofs, insulation, HVAC, and non-solar water heaters). These residential products during 2008 were not eligible for a tax credit, as previous tax credits had expired at the end of 2007. The bill also extended tax credits for solar energy systems and fuel cells to 2016. New tax credits were established for small wind energy systems and plug-in hybrid electric vehicles. Tax credits for builders of new energy efficient homes and tax deductions for owners and designers of energy efficient commercial buildings were also extended.

See: http://www.energystar.gov/index.cfm?c=products.pr_tax_credits.

SOUTHERN CALIFORNIA EDISON ENERGY EFFICIENCY/RENEWABLE ENERGY INCENTIVES

- Residential and commercial customers can qualify for a variety of rebate programs through Southern California Edison (SCE). SCE offers savings to customers who purchase qualified energy efficient appliances, heating and cooling systems, pool pumps, Energy Star, CFLs lighting fixtures and other energy efficient technologies.
- Multifamily residential developments can benefit from a variety of SCE's rebate programs. Using energy efficient products and technologies such as high-performance dual-pane windows, Energy Star labeled ceiling fans; Energy Star CFLs, proper insulation, energy efficient electric storage water heaters, refrigerators, LED lights, and cold vending machine controls would save both money and energy.
- SCE will provide free evaluation of mobile homes and provides free supply and installation of the energy upgrades that is recommended by their energy specialist.
- SCE residential customers can benefit from incentives up to $4,000 for detached single-family residential energy upgrades.
- SCE offers incentives, through utility rebate programs, for non-residential customers. This rebate is regardless of size and energy usage. Express efficiency rebates for lighting, refrigeration, and air conditioning technologies are available. In addition, SCE has a Custom Contracting program in which non-residential users have the option of designing an energy retrofit utilizing conservation measures. Incentives are based on the type of measure installed and the reduction in energy usage over a 12-month period. The maximum incentive is $2.4 million annually, per customer site.

See: http://energy.gov/savings/sce-non-residential-energy-efficiency-programs

- SCE's Self-Generation Incentive Program (SGIP) provides financial incentives for the installation of new, qualifying customer self-generation equipment for their own on-site usage. Technologies currently eligible for SGIP incentives are generation related to wind, fuel cell, waste heat capture, and conventional CHP. The SGIP program is designed with business and large institutional customers in mind. Rebates for renewable generation—such as wind turbines or fuel cell—that generate less than 30 kilowatts of energy are available through the California

Energy Commission's Emerging Renewables Program. Fuel cells of any size using non-renewable fuels may receive incentives under the SGIP program.

See: http://www.sce.com/b-rs/sgip/about-the-program.htm

SOUTHERN CALIFORNIA GAS COMPANY

The Southern California Gas Company (SCG) offers a variety of incentives for its customers.

- The SGIP offers savings based on GHG emissions reductions and energy efficiency audits. Eligible technologies include but are not limited to renewable and waste energy capture technologies, conventional combined heat and power systems, emerging technologies such as fuel cells, biogas, and advanced energy storage.
- The SCG On-Bill Financing program offers qualified business customers 0% financing from $5,000 to $100,000 per meter for qualifying electric and natural gas equipment. All government customers may receive from $5,000 to $250,000 per meter, and the Government can borrow up to $1,000,000 for one service account. The funds may be used for a wide variety of efficiency improvement projects, and the monthly loan payments will be added directly to the customer's bill. Monthly energy savings help to offset the monthly loan charges.
- SCG offers rebates on various types of energy efficient equipment such as pipe insulation, steam traps, boilers, and other equipment. A full list of the eligible equipment can be found at SCG's website below.

  See http://www.socalgas.com/for-your-business/rebates/industry/government/

- Commercial customers can benefit from rebates and incentives for energy efficient equipment such as pipe and tank insulation, water heaters, steam traps, pool heaters, boilers, commercial cooking equipment, and other technologies.
- Single-family residential solar water heating systems qualify for up to $1,875 and commercial/multi-family customers can save up to $500,000 under the California Solar Initiative – Thermal Program. For a complete list and up-to-date savings, visit the SCG website.

See: http://www.socalgas.com/for-your-business/rebates/

AB 811 FINANCING DISTRICTS

AB 811 permits the creation of assessment districts to finance installation of distributed generation renewable energy sources or energy efficiency improvements that are permanently fixed to residential, commercial, industrial, or other real property. La Habra's partnership with SCE in creation of the Local Government Partnership Energy Efficiency Program allows home and business owners to utilize this type of financing program and avoid upfront costs associated with energy system installations. Financing is repaid through the property tax bill and repayment obligations remain with the property when it is sold to a new owner.

California Energy Commission Energy Efficiency Financing

The California Energy Commission (CEC) offers up to $3 million per application in energy efficiency financing and low interest loans to cities and counties for installing energy-saving projects. Examples of projects include: lighting systems, pumps and motors, streetlights and LED traffic signals, automated energy management systems/controls, building insulation, energy generation including renewable and combined heat and power projects, heating and air conditioning modifications, and waste water treatment equipment.

See: http://www.energy.ca.gov/efficiency/financing/

California Energy Commission Bright Schools Program

This is a collaborative project of the CEC, California Conservation Corps, local utility companies and other qualifying energy service companies to assist schools in undertaking energy efficiency projects. Project staff will guide schools through identifying and determining a project's feasibility, securing financing for the project, and purchasing and installing the new energy efficient equipment.

See: http://www.energy.ca.gov/efficiency/brightschools/index.html

Transportation Financing

Federal Energy Efficiency Community Block Grants

As described above, eligible activities include development and implementation of certain transportation programs and efficiency traffic signals and street lighting.

Regional Transportation Improvement Program

The Regional Transportation Improvement Program (RTIP) is funded from 75% of the funds made available for transportation capital improvement projects under the State Transportation Improvement Program (STIP). This program targets urban projects that are needed to improve transportation within the region. The Southern California Association of Governments (SCAG) recommends to the California Transportation Commission (CTC) the selection of projects, which can include State highway improvements, local roads, public transit, intercity rail, grade separations, and more.

Interregional Improvement Program

The Interregional Improvement Program (IIP) is funded from 25% of the funds made available for transportation capital improvement projects under the STIP. IIP targets projects that are needed to improve interregional movement of people and goods. Caltrans recommends to the CTC the selection of projects, which can include State highway improvements, intercity passenger rail, mass transit guide ways, or grade separation projects.

Waste Reduction Financing

California Integrated Waste Management Board Grants and Loans

The California Integrated Waste Management Board Grants and Loans (CIWMB) offers funding opportunities authorized by legislation to assist public and private entities in the safe and effective management of the waste stream.

See: http://www.ciwmb.ca.gov/grants/

Water Conservation and Treatment Financing

Clean Water State Revolving Funds

Clean Water State Revolving Funds (CWSRF) fund water quality protection projects for wastewater treatment, nonpoint source pollution control, and watershed and estuary management. CWSRFs have funded over $74 billion, providing over 24,688 low-interest loans to date.

See: http://www.epa.gov/owm/cwfinance/cwsrf/index.htmCWSRFs offer:

- Low Interest Rates, Flexible Terms—Nationally, interest rates for CWSRF loans average 2.3%, compared to market rates that average 5%. For a CWSRF program offering this rate, a CWSRF funded project would cost 22% less than projects funded at the market rate. CWSRFs can fund 100% of the project cost and provide flexible repayment terms up to 20 years.
- Funding for Nonpoint Source Pollution Control and Estuary Protection—CWSRFs provided more than $167 million in 2009 to control pollution from nonpoint sources and for estuary protection, more than $3 billion to date.
- Assistance to a Variety of Borrowers—The CWSRF program has assisted a range of borrowers including municipalities, communities of all sizes, farmers, homeowners, small businesses, and nonprofit organizations.
- Partnerships with Other Funding Sources—CWSRFs partner with banks, nonprofits, local governments, and other federal and State agencies to provide the best water quality financing source for their communities.

7.3 STEP 3—Timeline and Prioritization

The City will develop an implementation schedule based on the completion of the cost effectiveness analysis and the Climate Finance Plan. The cost effectiveness analysis will determine which strategies can reduce the most emissions at the least cost. Prioritization will be based on the following factors:

- Cost effectiveness
- GHG reduction efficiency
- Availability of funding

- Level of City Control
- Ease of implementation
- Time to implement

In general consideration of these factors, the following is an outline of key priorities for three (3) phases starting in 2013 through 2020.

- Phase 1 (2013–2015): Development of key ordinances, completion of key planning efforts, implementation of most cost-effective measures, and support of voluntary efforts.
- Phase 2 (2015–2017): Continued implementation of first tier measures, implementation of second tier measures, and implementation of key planning outcomes from Phase 1.
- Phase 3 (2017–2020): Continued implementation of first and second tier measures, implementation of third tier of measures.

Because the goals of this CAP are aggressive, success in meeting these goals depend on some flexibility in the GHG reduction actions. The City is committed to flexibility in implementing the reduction measures and meeting the goals of this CAP. Many of the reduction measures in this Plan may be implemented through a menu of options. The goals of each reduction measure can often be achieved through a variety of means, especially those related to building energy efficiency. Compliance with the energy efficient building measures can be achieved through many combinations of actions including (but not limited to): installing energy efficient appliances, lighting, and HVAC systems; installing solar panels and solar water heaters; siting and orienting buildings to optimize conditions for natural heating, cooling, and lighting; installing top-quality windows and insulation; and incorporating natural shading, skylights, and reflective surfaces.

Table 7-1 (GHG Reduction Measure Timeline and Phasing Schedule) presents the potential timeline and phasing schedule for the GHG reduction measures.

Table 7-1 GHG Reduction Measure Timeline and Phasing Schedule

Reduction Measure	Phase
Transportation	
R2-T1: Land Use Based Trips and VMT Reduction Policies	1, 2, 3
R2-T2: Bicycle Infrastructure	1
R2-T3: Electric Vehicle Incentives Program	1, 2, 3
Energy	
R2-E1: New Construction Residential Energy Efficiency Requirements	1
R2-E2: New Construction Residential Renewable Energy	1, 2, 3
R2-E3: Residential Energy Efficiency Retrofits	1, 2, 3
R2-E4: Residential Renewable Energy Retrofits	1, 2, 3
R2-E5: New Commercial Energy Efficiency Requirements	1
R2-E6: New Commercial/Industrial Renewable Energy	1, 2, 3
R2-E7: Commercial/Industrial Energy Efficiency and Renewable Energy Retrofits	1, 2, 3
R2-E8: Municipal Energy Efficiency Retrofit Projects	1, 2, 3
Area Source	
Electric Landscape Equipment Program	1
Water	
R2-W1: Water Use Reduction Initiative	1, 2
Solid Waste	
R2-S1: City Diversion Program	2
SOURCE: Atkins (2013).	

7.4 STEP 4—Public Participation

The citizens and businesses in La Habra are integral to the success of GHG reduction efforts. This is because the CAP not only depends on the combination of State and local government efforts, public and private sources of finance; but the voluntary commitment, creativity, and participation of the community at large as well. The City must strike a balance between development and environmental stewardship to keep its economy strong and, at the same time, protect the environment. The City will educate a variety of stakeholders such as businesses, business groups, residents, developers, and

property owners about the CAP and encourage participation in efforts to reduce GHG emissions in all possible sectors.

7.5 STEP 6—Monitoring and Inventorying

The City will create a system for monitoring the implementation of this CAP and adjusting the plan as opportunities arise. As the plan is implemented and as technology changes, the CAP should be revised to take advantage of new and emerging technology. If promising new strategies emerge, the City will evaluate how to incorporate these strategies into the CAP. Further, State and federal action will also result in changes which will influence the level of La Habra emissions.

The GHG inventory will be periodically updated in coordination with the 3 phases noted above:

- 2013-update with the Regional Transportation Plan outputs and Phase 1 progress;
- 2015-review at Phase 2 progress which will allow for course corrections to keep progress on target for 2020; and to develop post-2020 forecasts for use in planning for after 2020; and
- 2020-establish baseline for post-2020 GHG reduction planning.

The City will also implement a monitoring and reporting program to evaluate the effectiveness of reduction measures with regards to progress towards meeting the goals of the CAP. Through a monitoring and reporting program, La Habra will compare emissions from periodic inventories with the anticipated reductions described in this CAP. The City can then report on their progress toward achieving the reduction targets.

7.6 STEP 7—Beyond 2020

As described above under the discussion of Reduction Goals, 2020 is only a milestone in GHG reduction planning. Executive Order S-03-05 calls for a reduction of GHG emissions to a level 80% below 1990 levels by 2050, and this level is consistent with the estimated reductions needed to stabilize atmospheric levels of CO_2 at 450 parts per million (ppm). Thus, there will be a need to start planning ahead for the post-2020 period. The City will commence planning for the post-2020 period starting in 2017, at the approximate midway point between plan implementation and the reduction target and after development of key ordinances and implementation of cost-effective measures.

At that point, the City will have implemented the first 2 phases of this CAP and will have a better understanding of the effectiveness and efficiency of different reduction strategies and approaches. Further, the State's regulations under AB 32 would have been fully in force; federal programs and policies for the near term are likely to be well underway; market mechanisms like a cap and trade system are likely to be in force and will be influencing energy and fuel prices; and continuing technological change in the fields of energy efficiency, alternative energy generation, vehicles, fuels, methane capture, and other areas will have occurred.

The City will then be able to take the local, regional, State, and federal context into account. Further, starting in 2017 will allow for development of the post-2020 plan so that it can be ready for full implementation, including potential new policies, revisions to the General Plan (as necessary), programs, ordinances, and financing by 2020. The new plan will include a specific target for GHG reductions for 2035, 2040, and 2050. The targets will be consistent with broader State and federal reduction targets and with the scientific understanding of the needed reductions by 2050. The City will adopt the new plan by January 1, 2020.

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APPENDIX A: THE GREENHOUSE EFFECT, GREENHOUSE GASES, AND CLIMATE CHANGE IMPACTS

GLOBAL CLIMATE CHANGE

Parts of the Earth's atmosphere act as an insulating blanket of just the right thickness, trapping sufficient solar energy to keep the global average temperature in a suitable range. The 'blanket' is a collection of atmospheric gases called 'greenhouse gases' (GHGs) based on the idea that the gases also 'trap' heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), ozone, and chlorofluorocarbons (CFCs) all act as effective global insulators, reflecting back to earth visible light and infrared radiation. Human activities such as producing electricity and driving vehicles have contributed to the elevated concentration of these gases in the atmosphere. This in turn, is causing the Earth's temperature to rise. A warmer Earth may lead to changes in rainfall patterns, much smaller polar ice caps, a rise in sea level, and a wide range of impacts on plants, wildlife, and humans.

Leading scientists around the world agree that Global Warming Potential is a reality and that human activities are disrupting the earth's climate by intensifying the greenhouse effect.

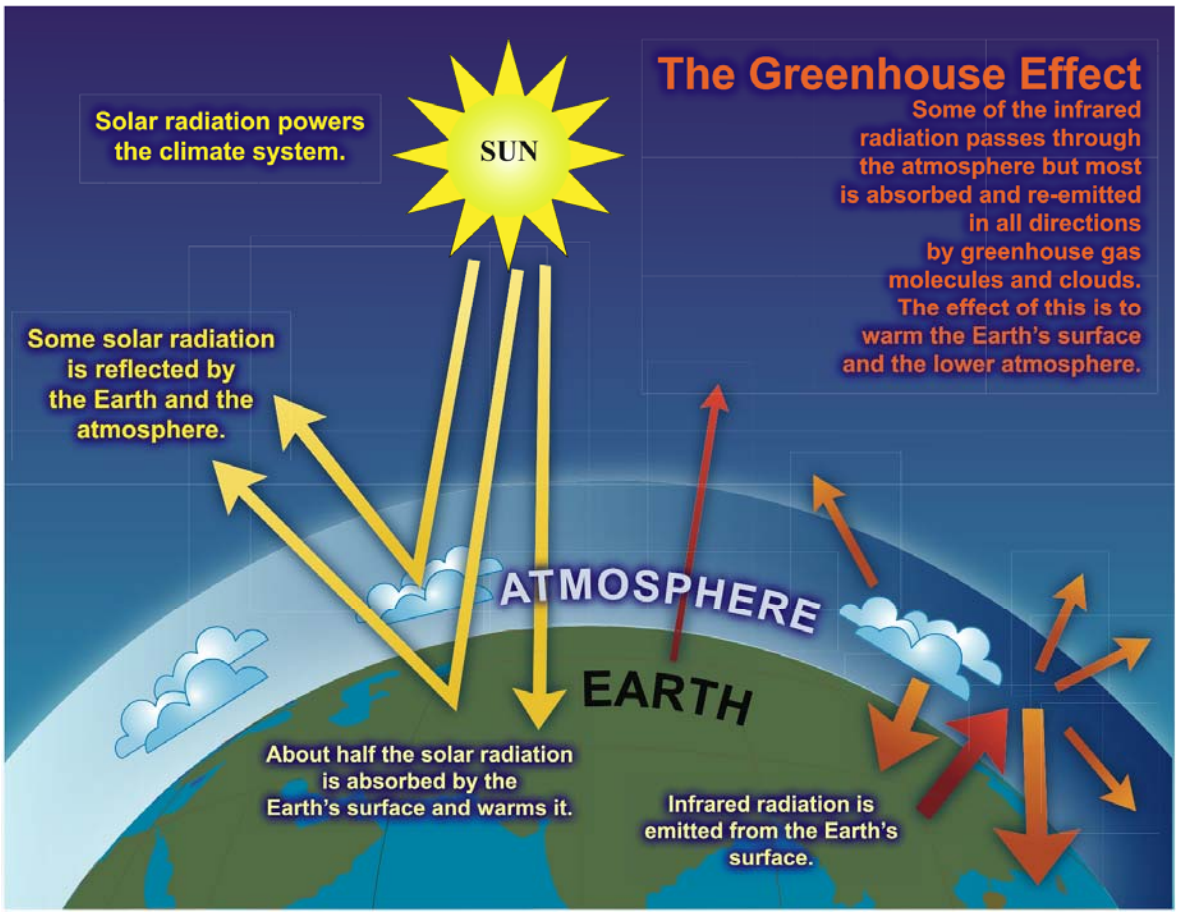
1. THE GREENHOUSE EFFECT

A balance of naturally occurring gases dispersed in the atmosphere determines the Earth's climate by trapping solar heat. This phenomenon is known as the greenhouse effect. As sunlight passes through our atmosphere, the incoming solar radiation is eradiated from the earth's surface as heat energy. Greenhouse gases like carbon dioxide, methane, nitrous oxide, chlorofluorocarbons, and water vapor trap some of this reradiated energy. This trapped heat warms the earth, much as the glass of a greenhouse traps reradiated energy from sunlight and thereby warms the interior of the structure. Figure 1-1 illustrates the Greenhouse Gas Effect.

2. GLOBAL WARMING

The natural "greenhouse effect" allows the earth to remain warm and sustain life. Greenhouse gases trap the sun's heat in the atmosphere, like a blanket, and help determine the existing climate. The increased consumption of fossil fuels (wood, coal, gasoline, etc.) has substantially increased atmospheric levels of greenhouse gases. As atmospheric concentrations of greenhouse gases rise, so do temperatures. Over time this rise in temperatures would result in climate change. Theories concerning climate change and global warming existed as early as the late 1800s. By the late 1900s the understanding of the earth's atmosphere had advanced to the point where many climate scientists began to accept that the earth's climate is changing. Today, many climate scientists agree that some warming has occurred over the past century and will continue through this century.

Figure 1.1 - The Greenhouse Gas Effect



Source: IPPC, 2008

The United Nations Intergovernmental Panel on Climate Change predicts that changes in the earth's climate will continue through the 21st century and that the rate of change may increase significantly in the future because of human activity. Many researchers studying California's climate believe that changes in the earth's climate have already affected California and will continue to do so in the future.

3. GREENHOUSE GASES

Parts of the Earth's atmosphere act as an insulating blanket of just the right thickness, trapping sufficient solar energy to keep the global average temperature in a suitable range. The 'blanket' is a collection of atmospheric gases called 'greenhouse gases' (GHGs) based on the idea that the gases also 'trap' heat like the glass walls of a greenhouse. These gases, mainly water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), chlorofluorocarbons (CFCs), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols all act as effective global insulators, reflecting back to earth visible light and infrared radiation.

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, the earth's surface would be about 34 degrees Centigrade (°C) cooler (CAT

2006). However, it is believed that emissions from human activities have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. This in turn is causing the Earth's temperature to rise. A warmer Earth may lead to changes in rainfall patterns, much smaller polar ice caps, a rise in sea level, and a wide range of impacts on plants, wildlife, and humans.

Individual GHGs have varying global warming potential (GWP) and atmospheric lifetimes. The reference gas for GWP is carbon dioxide; carbon dioxide has a GWP of one. Compared to methane's GWP of 21 it is clear that methane has a greater global warming effect than carbon dioxide on a molecule per molecule basis (EPA 2006b). As shown below in Table 1.1 GWP ranges from 1 (carbon dioxide) to 23,900 (sulfur hexafluoride).

Atmospheric lifetimes vary from 1.5 (HFC-152a) to 50,000 years (tetrafluoromethane). One teragram (equal to one million metric tons) of carbon dioxide equivalent (Tg CO_2 Eq.) is the mass emissions of an individual GHG multiplied by its GWP. The atmospheric lifetime and GWP of selected greenhouse gases are also summarized in Table 1.1.

Table 1.1 Global Warming Potentials and Atmospheric Lifetimes

Gas	Atmospheric Lifetime (years)	Global Warming Potential (100 year time horizon)
Carbon Dioxide	50 - 200	1
Methane	12 ± 3	21
Nitrous Oxide	120	310
HFC-23	264	11,700
HFC-134a	14.6	1,300
HFC-152a	1.5	140
PFC: Tetrafluoromethane (CF4)	50,000	6,500
PFC: Hexafluoroethane (C2F6)	10,000	9,200
Sulfur Hexafluoride (SF6)	3,200	23,900
Source: U.S. Environmental Protection Agency, 2006.		

Of all greenhouse gases in the atmosphere, water vapor is the most abundant, important, and variable. It is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. The main source of water vapor is evaporation from the oceans (approximately 85 percent). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from ice and snow, and transpiration from plant leaves.

Ozone is also a greenhouse gas; however, unlike other GHGs, ozone in the troposphere is relatively short-lived and therefore is not global in nature. It is difficult to make an accurate determination of the

contribution of ozone precursors (nitrogen oxides and volatile organic compounds) to global climate change (GCC) (CARB 2004b).

Aerosols are suspensions of particulate matter in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light. Cloud formation can also be affected by aerosols. Sulfate aerosols are emitted when fuel containing sulfur is burned. Black carbon (or soot) is emitted during bio mass burning and incomplete combustion of fossil fuels. Particulate matter regulation has been lowering aerosol concentrations in the United States; however, global concentrations are likely increasing.

Carbon Dioxide

The natural production and absorption of carbon dioxide (CO_2) is achieved through the terrestrial biosphere and the ocean. However, humankind has contributed to the alteration of the natural carbon cycle by burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid 1700s, each of these human-caused activities has increased in scale and distribution. Carbon dioxide was the first GHG demonstrated to be increasing in atmospheric concentration with the first conclusive measurements being made in the last half of the 20th century. Prior to the industrial revolution, concentrations were fairly stable at 280 ppm. Today, they are around 370 ppm, an increase of well over 30 percent (EPA 2006). Left unchecked, the concentration of carbon dioxide in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources (IPCC 2001). This will result in an average global temperature rise of at least two degrees Celsius (3.6 ^{O}F) (IPPCC 2001).

Carbon dioxide emissions are directly generated primarily in the form of vehicle exhaust and in the consumption of natural gas for heating. Carbon dioxide emissions are also generated from natural gas combustion and indirectly through the use of electricity. Other indirect sources of carbon dioxide include the use of potable water and generation of wastewater (potable water and wastewater treatment generates greenhouse gases), and the generation of solid waste.

Methane

Methane (CH_4) is an extremely effective absorber of radiation, though its atmospheric concentration is less than carbon dioxide and its lifetime in the atmosphere is brief (10-12 years), compared to some other GHGs (such as carbon dioxide, nitrous oxide, and CFCs). Methane has both natural and anthropogenic (human) sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas and mining coal have added to the atmospheric concentration of methane (EPA 2006b).

Nitrous Oxide

Concentrations of nitrous oxide (N_2O) also began to rise at the beginning of the industrial revolution. Microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen, produce nitrous oxide. The use of fertilizers has increased over the last century. Global concentration for nitrous oxide in 1998 was 314 ppb, and in addition to agricultural sources for the gas, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load (EPA 2006b).

Chlorofluorocarbons

Chlorofluorocarbons (CFCs) have no natural source, but were synthesized for use as refrigerants, aerosol propellants and cleaning solvents. Since their creation in 1928, concentrations of CFCs in the atmosphere have been rising. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs in the atmosphere are now remaining static or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years. Since they are also a GHG, along with such other long-lived synthesized gases as CF_4 (carbontatrafuoride) and SF_6 (sulfurhexafluoride), they are of concern. Another set of synthesized compounds called HFCs (hydrofluorcarbons) are also considered GHGs, though they are less stable in the atmosphere and therefore have a shorter lifetime and less of an impact (EPA 2006b). CFCs, CF_4, SF_6 and HFCs have been banned and are no longer available on the market.

4. HUMAN AND CULTURAL CAUSES OF CLIMATE CHANGE

Like all other animals, humans participate in the natural carbon cycle, but there are important differences between human and animal activities. By burning coal, oil, and natural gas, humans are adding carbon dioxide (CO_2) to the atmosphere much faster than the carbon in rocks is released through natural processes. Clearing and burning forests to create agricultural land converts organic carbon to carbon dioxide gas. The oceans and land plants are absorbing a portion, but not nearly all of the CO_2 added to the atmosphere by human activities. Human climate drivers include heat-trapping emissions from cars and power plants, aerosols from pollution, and soot particles.

5. IMPACTS FROM GREENHOUSE GAS EMISSIONS

Global Impacts

While in some cases global climate change may temporarily improve certain aspects of a region, such as lengthening the growing season, it is estimated that the ecology of the natural world will not be able to adjust quickly enough to prevent widespread environmental degradation (IPCC, 2001). In California, it is likely that warmer temperatures will result in frequent and longer periods of drought (UCS 1999). The majority of the scientific community has stated that beyond doubt, global climate change will be one of the

most significant challenges the globe will face in the twenty-first century, and will impact almost every system we depend upon for survival.

Just as humans are affected by climate change, so too are plants and animals. Animals must breathe the same air and are subject to the same types of negative health effects as humans. Certain plants and trees may absorb air pollutants that can stunt their development or cause premature death.

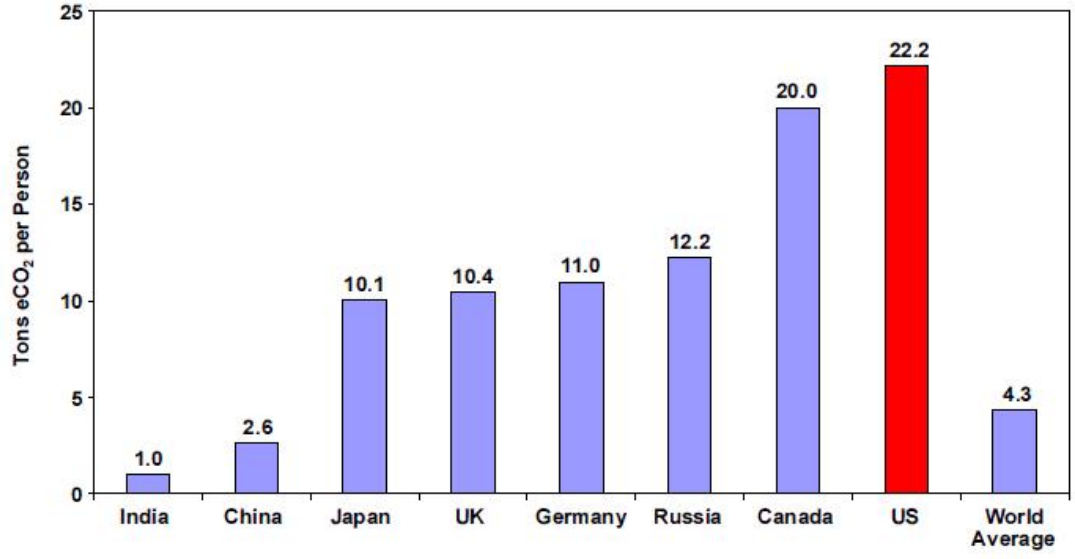
There are also numerous impacts to the human economy including lost workdays due to illness, a desire on the part of business to locate in areas with a healthy environment, and increased expenses from medical costs. Pollutants may also lower visibility and cause damage to property. Certain air pollutants are responsible for discoloring painted surfaces, eating away at stones used in buildings, dissolving the mortar that holds bricks together, and cracking tires and other items made from rubber.

The United States has the highest per capita emissions of GHGs in the world, 22 tons of CO_2 per person per year (see figure 1-2). With only five percent of the world's population, the United States is responsible for 24 percent of the world's CO_2 emissions. California, despite its strong environmental regulations, is the second largest greenhouse gas polluting state in the nation, and emits 2% of global human-generated emissions. Its largest contribution of CO_2 is from vehicle emissions.

According to the International Panel on Climate Change (IPCC), the following are current worldwide statistics for CO_2 concentrations (IPCC, 2008):

- The atmospheric concentration of carbon dioxide (CO_2) during the last two decades has increased at the rate of 0.4% every year.
- Current CO_2 concentrations are higher than they have been in the last 420,000 years, and according to some research, the last 20 million years.
- About three-quarters of the CO_2 emissions produced by human activity during the past 20 years are due to the burning of fossil fuels.

Figure 1-2 – Per Capita CO_2 Emissions from 2001



Source: Energy Information Administration, 2001.

Human Health

According to the Pew Center's report on Human Health and Climate Change, health threats may depend on surpassing a threshold level of a climate factor such as significant change in temperature, precipitation, or storm frequency. Once that threshold has passed, the incidence of disease may drastically increase.

Environmental factors play a significant role in some diseases carried by insects. Warming could make tick-borne Lyme disease more prevalent. Mosquito-borne diseases such as West Nile virus, Dengue Fever, and Malaria could acquire new ranges and access to previously unexposed populations (IPCC, 2001). For example, the temperature range at which the malaria-carrying mosquito lives is sensitive to a mere one-degree in temperature change; thus an overall increase in global temperatures will increase the land areas where it may spread disease. These temperature changes affect not only the mosquitoes, but also disturb and in some cases decrease the habitats of its natural predators (Rogers, 2002).

Ecosystems

Scientists predict serious consequences of global warming. The rapid, unprecedented increase in temperatures accelerates the water cycle, which then increases the occurrence, variability, and severity of storms and drought (IPCC, 2008). Such extreme climate events will potentially disrupt ecosystems and damage food and water supplies. In addition, increased temperatures cause thermo-expansion of the oceans and accelerate the melting of the icecaps, thereby raising the overall level of the oceans. The sea-level rise may have multiple outcomes, including significant environmental disturbances, coastline destruction, major population displacement and economic disruption.

While there is some degree of uncertainty, scientists are able to predict many of the challenges that climate change presents to ecosystems. Warmer temperatures may force some species to higher altitudes or more northern latitudes. This migration may be prevented by human developments that literally block the path as well as non-native species that can out-compete native plants and animals in new locations or make those areas uninhabitable. For example, there is evidence that certain butterflies, often a species that is used to indicate the health of an ecosystem, are moving further north, and are seldom seen in the southern reaches of their range. In addition, warmer temperatures have enabled the Jeffrey pine beetle to have more than one birth cycle per season, lengthening the amount of time this pest is able to damage trees (USC, 200 Pg 1-6). Furthermore, human impact other than greenhouse gas emissions will exacerbate challenges to ecosystems attempting to reestablish at higher elevations or new locations. According to the UCS report, "In many parts of California, fragmentation of the landscape by

human developments, invasions by nonnative species, and air pollution may limit the reestablishment of native ecosystems." (UCS, 200 Pg 1-6).

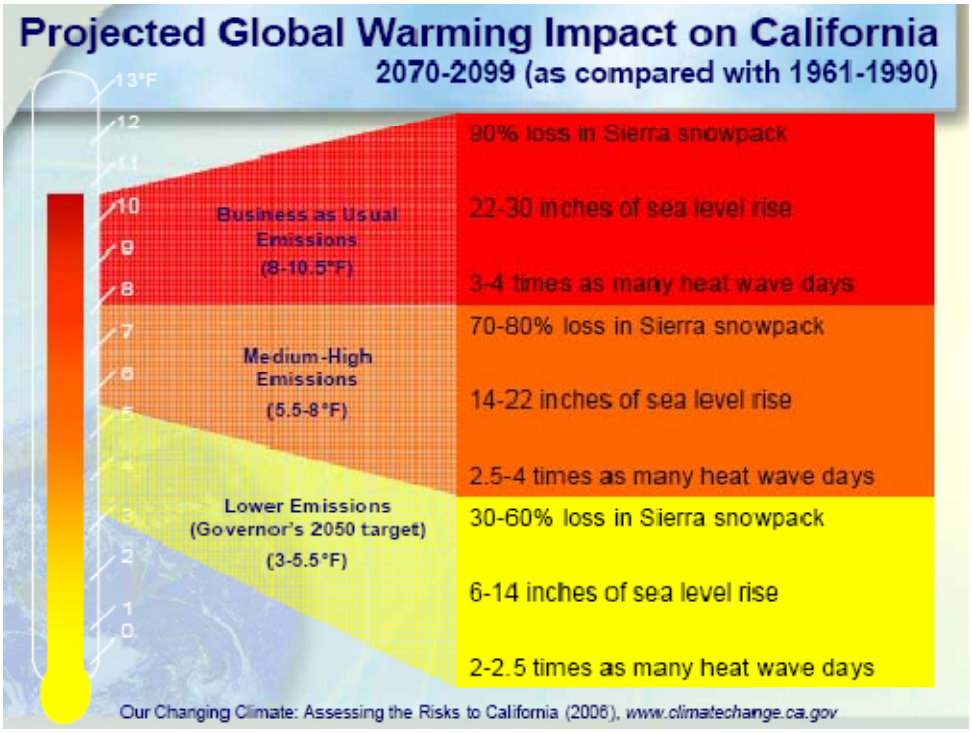
Impacts to California

While it is a global problem, influenced by an array of interrelated factors, climate change is also a regional and local problem, with serious impacts foreseen for California, the Southern California Area, and La Habra.

The impacts of climate change will be variable and widespread. Global and local climate change will impact weather, sea-level rise, water resources, ecosystems, human health, economy, and infrastructure.

Projected future climate change may affect California in a variety of ways. Public health can suffer due to greater temperature extremes and more frequent extreme weather events, increases in transmission of infectious disease, and increases in air pollution. Agriculture is especially vulnerable to altered temperature and rainfall patterns, and new pest problems. Forest ecosystems would face increased fire hazards and would be more susceptible to pests and diseases. The Sierra snowpack that functions as the state's largest reservoir could shrink by one third by 2060, and to half its historic size by 2090. Runoff that fills reservoirs will start in midwinter, not spring, and rain falling on snow will trigger more flooding. The California coast is likely to face a rise in sea level that could threaten its shorelines. Sea level rise and storm surges could lead to flooding of low-lying property, loss of coastal wetlands, erosion of cliffs and beaches, saltwater contamination of drinking water, and damage to roads, causeways, and bridges. Figure 1-3 illustrates potential impacts from global warming on California (2070-2099).

Figure 1- 3 – Projected Global Warming Impacts on California (2070-2099)



Ultimately, in the next few decades, the impacts of climate change on weather in La Habra, like the rest of California, will see warmer overall temperatures and an increase in precipitation events, with an increase of intensity and frequency of rainstorms.

Climate and Weather

There is a key difference between climate and weather. According to the National Science Foundation report on climate change in California, "Weather is the day-to-day phenomena we experience—sun, rain, fog, warm, cold, wind—that vary greatly. Climate is long term statistical patterns of weather…and is reflected in average temperatures, rainfall, and other weather events at a given location, and climate change is signaled by long-term changes in those averages" (CRA, 2002).

In 1999, the Union of Concerned Scientists and the Ecological Society of America published a report called *Confronting Climate Change in California*, which describes the predicted impacts of climate change in California. According to this report, California has had a 2 °F increase in temperature over the past 100 years, and annual precipitation has decreased by 10-25% in some regions The report also noted that most climate change models predict a temperature increase of 4° F in California in the next 20 to 40 years. These models also projected a decrease in the number of long dry spells, and an annual precipitation increase of 20-30% (with a range of 10-50%) in spring and fall, with somewhat larger increases in winter. One model reveals a large increase in precipitation over California, particularly in the form of rain, but with dry areas to the east of the Sierra. This regional model projects that winter

precipitation over the coastal areas and the Sierra will increase by 25% or more, with an associated risk of increases in winter mud slides and flooding (UCS, 1999).

Much of the anticipated changes in climate will depend on the frequency and strength of the El Niño-Southern Oscillation phenomenon (ENSO). Most global climate change models indicate the possibility of more frequent ENSO events. El Niño historically happens every two to seven years off the west coast of South America, as a result of changes in ocean currents and prevailing winds over the Pacific Ocean. These changes bring warm water from the western oceans, displacing the nutrient-rich cold water that normally wells up on the western coasts of the Americas from deep in the ocean. These changes bring more frequent and extreme weather anomalies, including severe droughts and floods, hurricanes and winter storms. According to the National Science Foundation, "the invasion of warm water disrupts both the marine food chain and the economies of coastal communities that are based on fishing and related industries" (CAR, 2002). The effects of El Niño in California vary across the state, but in the past have included abnormally frequent winter rains and storms, and abnormally dry summers and associated wildfires (UCS, 1999). The 1982-83 El Niño, the strongest event in recorded history, brought $8 billion in economic impacts and $100 million in California alone (CAR, 2002).

Water Resources

Climate change impacts will bring an additional burden to California's already over-taxed water supply system. According to the IPCC there will be an increase in the number of intense precipitation days and flood frequencies in basins driven by snowmelt, such as California's Central Valley (IPCC, 2001). For this type of basin, the accumulation of snow in winter is the essential "water tower" that stores water until the spring's warmer temperatures begins to melt the snow, forming the streams and rivers that supply the entire watershed with water for the duration of the summer.

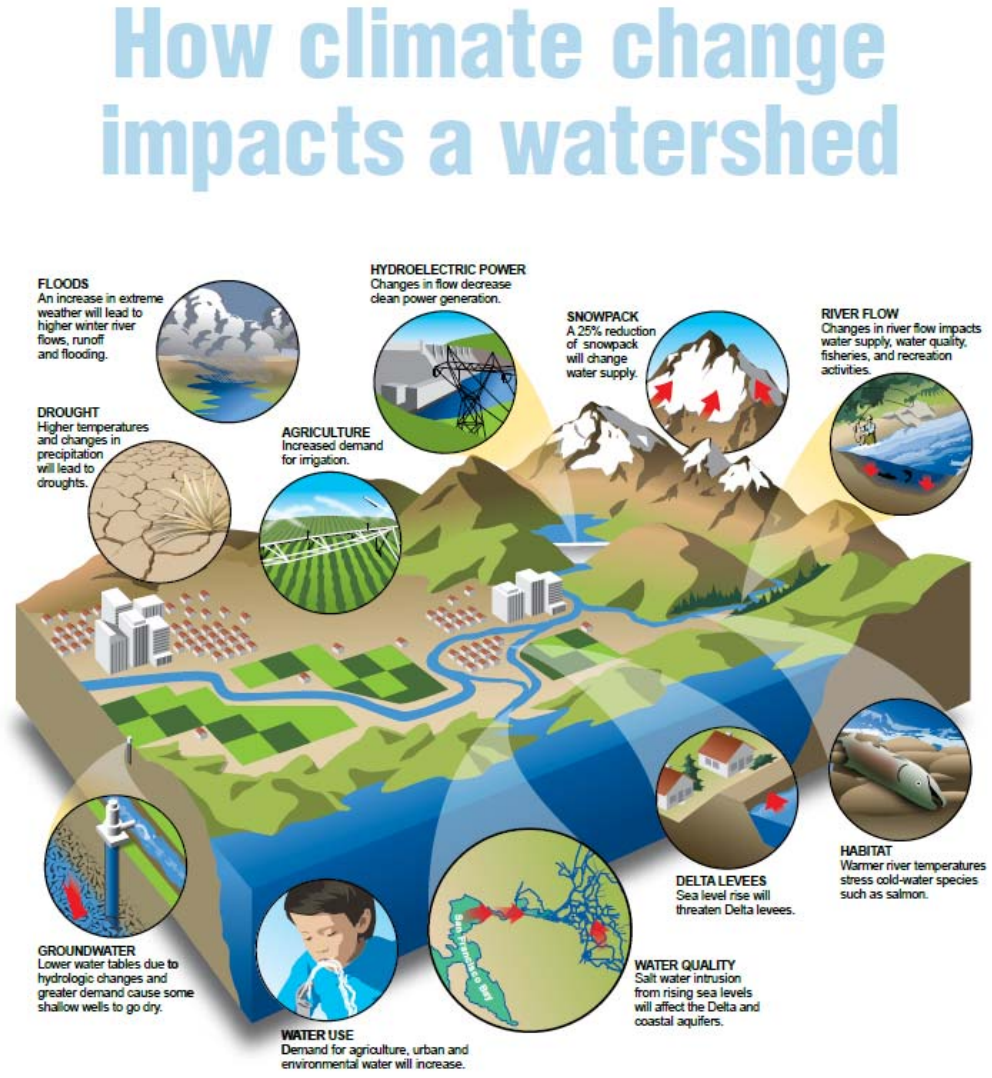
Even under normal climatic conditions, 80% of California's annual rainfall occurs in the winter and is stored in the snowpacks of the various mountain ranges (UCS, 2005). The warmer temperatures associated with climate change will increase rainstorms and decrease snowstorms, shorten the overall snowfall season, and accelerate the rate of spring snowmelt, ultimately leading to more rapid, earlier, and greater spring runoff (Frederick, 1999). The anticipated early spring floods are likely to be followed by excessively dry summers.

California's water supply is already under stress. According to the National Science Foundation report on climate change in California, "Every major water supply source in California is [decreasing in capacity and] currently over-allocated (CRA, 200 Pg 1-5). A combination of natural and human activities is causing this depletion of California water supplies as well as water intrusion and chemical contamination. According to the Union of Concerned Scientists (UCS), 95% of the state's wetlands have already been destroyed.

In the past, California Water Resources on a statewide basis has allowed California to meet most of its agricultural and urban water management and flood management objectives in most years. Generally, during a single dry year or two, surface and groundwater storage can maintain most water deliveries, but can result in critically low water reserves. Longer droughts can create numerous problems, including extreme fire danger, economic harm to urban and rural communities, loss of crops, and the potential for species collapse and degraded water quality in some regions. Water demand in California is already increasing because of population expansion. In addition, demand for water for irrigation rises with warmer temperatures. Summers with higher temperatures and even less rainfall and runoff than usual will exacerbate demands for water in California.

Climate change magnifies the problems that exist with an aging water infrastructure and growing population. While recent bond measures have provided a down payment for improving California's water and flood systems, climate change presents an ongoing risk that requires a long-term commitment of funding that is properly matched to anticipated expenditures, beneficiaries and responsible parties.

Figure 1-4 – How Climate Change Impacts a Watershed



Source: California Department of Water Resources 2008

APPENDIX B:
MODELING COEFFICIENTS AND DATA ASSUMPTIONS

CITY OF LA HABRA
Greenhouse Gas Emission Inventory
Modeling Coefficients and Data Assumptions

Standard

0.85	backcasting multiplier
2204.6226	lbs / metric ton
1000	kg/metric ton
1000000	g/metric ton
0.907	metric tons/short ton
2000	lbs/ton
2204.6226	lbs/metric ton

GWP

21	CH4
310	N2O

Transportation

On-Road Vehicles

8.81	kg/gallon CO_2 Gasoline
10.15	kg/gallon CO_2 Diesel
121	MJ/gallon gasoline
138	MJ/gallon Diesel

Source: California Climate Action Registry General Reporting Protocol, Version 3.1 January 2009 (Table C.3) - Kg/gallon CO_2

Aviation Fuel

8.32	kg/gallon CO_2
7.04	gr/gallon CH_4
0.11	gr/gallon N_2O

Source: California Climate Action Registry General Reporting Protocol, Version 3.1 January 2009 (Table C.6) - gr/gallon CH_4 & N

Electricity

Electricity provided by Southern California Edison for accounts within the City of La Habra.
SCE Emission Coefficients taken from EPA eGrid for year 2005

1000	kWh/MWh
1,000,000	kWh/GWh

CARB report Clearwater Emissions		***Standard Conversions***	
46323.73	metric tons	940.66	million scf
46323730	kg	9.41E+08	scf
		940660	Mcf
		974878.2	MMBTU

47.51745272 kg CO2/MMBTU

Natural Gas

Natural Gas data provided by Southern California Gas Company for all accounts within the City of La Habra

53.06	kg CO2/MMBTU
5	g CH4/MMBTU
0.1	g N2O/MMBTU
1000	scf = 1Mcf
0.9649	Mcf/MMBTU
10	therms/mmbtu

Source: California Climate Action Registry General Reporting Protocol, Version 3.1 January 2009 (Table C.7) - Kg/MMBtu

Area Sources: Landscaping and Woodburning Emissions

Land use data provided by California Department of Finance and City of La Habra

Multifamily		**Single Family**		**Non Residential**	
24.55	Acres/property	0.0193	tons/acre/d	2*sqft=acreage	
0.25	tons/property/day	3	units/acre	43560	sqft=1 acre
0.010183299	tons/acre/day	**0.00643333**	**tons/unit/**	21780	sqft/acre
24.44	units/acre			0.010183	tons/acre/day
0.000416665	**tons/unit/day**			**4.68E-07**	**tons/sqft/day**

Source: URBEMIS2007 Emissions Estimation for Land Use Development Projects, Version 9.2

Wood Burning Coefficients and Conversions:

3400	lbs CO2/ton wood
2458	lbs in a cord of wood
316	g CH4/MMBTU
4.2	g N2O/MMBTU
15.38	MMBTU/ton wood

Source: EPA AP-42 Emission Coefficients, Fifth Edition, Volume I October 1996 (Section 1.10)

Water and Waste Water

Wastewater generation data provided by City of La Habra GP Projections

kWh/MG	Indoor Uses		Outdoor Uses	
	NorCal	SoCal	NorCal	SoCal
Water Supply and Conveyance	2117	9727	2117	9727
Water Treatment	111	111	111	111
Water Distribution	1272	1272	1272	1272
Wastewater Treatment	1911	1911	0	0
Regional Total	5,411	13,021	3,500	11,110

California Energy Commissions Refining Estimates of Water-Related Energy Use in California, December 2006 (Table ES-1)

Standard Conversions

1 ccf = 748 gal.
0.000748
1 acre-foot = 325,851 gal
0.325851

Wastewater Numbers

Stationary Methane Emissions

662	g/m3	Density CH4 at standard conditions
0.99		CH4 Destruction Efficiency
0.0283	m3/ft3	conversion
365.25	days/year	conversion
0.000001	metric ton/g	conversion

Local Government Operations Protocol, Version 1.0, September 2008 (Chapter 10: Wastewater Treatment Facilities)

Process CH4

0.000003785	l/MG	Conversion
0.6	kgCH4/kgBOD removed	CH4 producing capacity (Bo)
0.8	(For anaerobic systems	CH4 Correction Factor
365.25	days/year	Conversion
0.001	metric tons/kg	Conversion

Solid Waste

Waste data derived by City of La Habra General Plan Projections

Lists

Solid Waste Vehicle Types	**Horse Power**				
SW_Vehicles	***Compactor***	***Dozer***	***Tractor***	***Track_Loader***	***Wheel_Loader***
Choose Vehicle	15	175	50	25	25
Articulated/On-highway Trucks	25	250	120	50	50
Compactor	50	500	175	120	120
Dozer	120	750	250	175	175
Excavator	175	1000	500	250	250
Tractor	250	Default	750	500	500
Track Loader	500		1000	750	750
Wheel Loader	Default		Default	Default	Default

Methane Recovery Types

CH4_Recovery
****Choose Method****
No Recovery
Flaring
Gas-to-Energy

APPENDIX C:
DATA INPUTS

CITY OF LA HABRA
Greenhouse Gas Emission Inventory
Annual Usage and Generation

Inventory Year: 2010

Input Notes: Red indicates drop down menu

	2020 Growth Rates	2035 Growth Rates
Residential	8.40%	17.00%
Commercial	8.40%	17.00%
Industrial	8.40%	17.00%

Transportation

On-road Transportation	2010	2020	2035
Annual Vehicle Miles Traveled	267,812,545	282,364,000	304,191,365
Annual Residential Trips	10,400,310	10,965,695	11,813,225
Annual Non-Residential Trips	13,280,160	14,001,400	15,083,990
Average $/gallon Gasoline:	3.16	4.55	5.25
Average $/gallon Diesel:	3.16	4.75	5.45

Electricity and Natural Gas

Electricity

Socal Edison Electricity

Source: EIA

Rate Code	Annual kWh	$/kWh	$
AG TOU	0	$0.00000	$0.00
Domestic	110,796,252	$0.14740	$16,331,367.54
GS-1	23,939,482	$0.11505	$2,754,237.40
GS-2	55,860,460	$0.11505	$6,426,745.92
PA-1	0	$0.00000	$0.00
TC-1	264,344	$0.08870	$23,447.31
Street Lighting	11,672,679	$0.08870	$1,035,366.63
TOU-8	45,209,635	$0.11505	$5,201,368.51
TOU-GS	15,415,466	$0.11505	$1,773,549.36
TOTAL	**263,158,318**		**$33,546,082.68**

SoCal Edison Emission Factors		
Default (2007)	2010	Units
630.89		lbs CO2/MWh
4.8619		lbs CH4/GWh
7.1109		lbs N2O/GWh

California Average Emission Factors		
Default (2007)	2010	Units
658.68		lbs CO2/MWh
28.94		lbs CH4/GWh
6.17		lbs N2O/GWh

Natural Gas

	therms	$/therms	
Single Family Residential	1,393,197	$9.70	*Source: EIA*
Multi-Family Residential	5,667,820	$9.70	
Commercial/Industrial	2,516,652	$7.49	
TOTAL	**9577669**	**$87,329,005.12**	

res	110,796,252	$	16,331,368	42%	49%
non res	152,362,066	$	17,214,715	58%	51%

Area Source Emissions: Landscaping and Woodburning Emissions

Landscaping Emissions

Land use:

Single Family Residential Units:	12,369	units	*Source: DOF*
Multi-family Residential Units:	7,604	units	*Source: DOF*
Commercial/Industrial Building Space:	7,700	1000 square feet	*Source: GPU*
Industrial Building Space:		1000 square feet	

Woodburning Emissions

Homes with wood stoves:	35%	% of residential homes
Amount of wood burned:	0.80	cords/unit
Homes with fireplaces:	10%	% of residential homes
Price of wood:	$3.50	$/cord of wood

Water and Waste Water

Metered Water Deliveries

	acre-feet	$/acre-feet	(estimates based on tiered rates)
Agriculture	0	$1.45	
Commercial	1,420	$1.69	
Government	290	$1.69	
Industrial	0	$1.69	
Landscape	775	$1.69	
Multifamily	1,655	$1.69	
Reclaimed Water	0	$1.33	
Single Family	5,664	$1.69	
TOTAL	**9,990**		
Million Gallons	**3,255.26**		

Water Sources

	%
MWD	43%
Well	57%

Wastewater *(treated outside of the City)*

Digester Gas	0	cubic feet/day
Fractionof methane in Gas	0	
BOD Load (influent)	0	(mg/l/day)
Total Influent	0	MG/day
Fraction BOD removed	0	

Solid Waste

Waste Disposal Sites	Name	Mileage (round trip)*	Annual Waste (tons)	Methane Recovery Type	Entity Owned/ Operated?
Transfer Station 1	El Sobrante Landfill	80	1763	No Recovery	No
Transfer Station 2				*Choose Method*	*Choose*
Landfill 1	Olinda Alpha Sanitary Landfill	7	46087	Gas-to-Energy	No
Landfill 2	Frank R. Bowerman Sanitary LF	60	6319	Gas-to-Energy	No
Landfill 3				*Choose Method*	*Choose*
Landfill 4				*Choose Method*	*Choose*

*Distance from center of area to facilities outsied the city boundaries. For facilities within entity boundaries, use the average trip milage for all trips.

Source: CalRecycle Disposal Reporting System - Jurisdiction Disposal By Facility 2010

APPENDIX D:
GHG INVENTORY CALCULATIONS

CITY OF LA HABRA
Greenhouse Gas Emission Inventory
Climate Action Plan Comparison Summary

Emissions Source	Estimated 1990	2010	2020 BAU	Reduced 2020	2035 BAU	Reduced 2035
Transportation						
Mobile Source Emissions	90,224	106,146	124,054	80,826	128,104	83,268
Sub Total	***90,224***	***106,146***	***124,054***	***80,826***	***128,104***	***83,268***
Energy						
Electrical Consumption	64,245	75,583	81,931	41,347	88,432	53,059
Electrical Generation	0	0	0	0	0	-
Natural Gas	43,307	50,949	55,229	48,385	57,018	34,211
Sub Total	***107,552***	***126,532***	***137,161***	***89,732***	***145,449***	***87,270***
Area Sources						
Landscaping	13,210	15,542	16,847	13,478	18,184	10,910
Woodburning	12,501	14,707	15,943	12,186	17,207	0
Sub Total	***25,711***	***30,249***	***32,790***	***25,664***	***35,391***	***10,910***
Water and Wastewater						
Water consumption	4,515	5,312	5,758	3,739	6,215	3,729
Wastewater Generation	0	0	0	0	0	0
Sub Total	***4,515***	***5,312***	***5,758***	***3,739***	***6,215***	***3,729***
Solid Waste						
Haul Trucks	109	129	129	96	139	84
Landfill Offgasing	13,364	15,722	17,042	11,166	18,395	11,037
Sub Total	***13,473***	***15,850***	***17,172***	***11,262***	***18,534***	*11,120*
TOTAL	**241,476**	**284,089**	**316,935**	**211,223**	**333,694**	**196,297**

Source	1990	2010	2020 BAU	2020	2035 BAU	Reduced 2035
Transportation	90,224	106,146	124,054	80,826	128,104	83,268
Energy	107,552	126,532	137,161	89,732	145,449	87,270
Area Sources	25,711	30,249	32,790	25,664	35,391	10,910
Water and Wastewater	4,515	5,312	5,758	3,739	6,215	3,729
Solid Waste	13,473	15,850	17,172	11,262	18,534	11,120
Total	241,476	284,089	316,935	211,223	333,694	196,297

CITY OF LA HABRA
Greenhouse Gas Emission Inventory
2010 Emission Inventory

	CO_2	CH_4	N_2O	Total MT CO_2e	Annual Cost
Transportation					
Mobile Source Emissions	100,839	690	4,246	105,775	$30,224,559
HFC's from mobile sources	-	-	-	372	
Sub Total	100,839	690	4,246	106,146	***$30,224,559***
Energy					
Electrical Consumption	64,011	10	224	64,245	$33,546,083
Natural Gas	43,196	85	25	43,307	$87,329,005
Sub Total	107,207	96	249	***107,552***	***$120,875,088***
Area Sources					
Landscaping	13,210	-	-	13,210	
Woodburning	11,584	767	150	12,501	$25,166
Sub Total	24,794	767	150	***25,711***	***$25,166***
Water and Wastewater					
Water consumption	4,498	4	13	4,515	$10,249,494
Sub Total	4,498	4	13	***4,515***	***$10,249,494***
Solid Waste					
Haul Trucks	128	0	0	129	
Landfill Offgasing	-	15,722	-	15,722	
Sub Total	128	15,722	0	***15,850***	
Total	237,467	17,278	4,658	259,775	$161,374,306

CITY OF LA HABRA

Greenhouse Gas Emission Inventory

Transportation Emissions

Transportation						
				Reduced		Reduced
Target Year:	**1990**	**2010**	**2020**	**2020**	**2035**	**2035**
Operational Emissions for CO_2 ($MTCO_2e$/year)[1]:	86,019.30	101,199.18	117,851.45	98,689.10	121,699.10	79,104.41
Pavley Regulation Adjustment (CO_2 metric tons/year)[2]:	86,019.30	100,838.84	98,808.69	82,742.63	65,938.57	42,860.07
CH_4 ($MTCO_2e$/year):	586.46	689.95	3,281.91	566.13	5,253.01	5,253.01
N_2O ($MTCO_2e$/year):	3,608.97	4,245.85	20,196.38	3,483.90	32,326.19	32,326.19
HFCs ($MTCO_2e$/year):	315.78	371.51	1,767.18	304.84	2,828.54	2,828.54
US EPA Adjustment (CO_2e metric tons/year)[3]:	90,224.23	106,146.15	124,054.16	87,097.51	128,104.31	83,267.80
Low Carbon Fuels Rule Adjustment (CO_2e metric tons/year)[4]:	90,224.23	106,146.15	124,054.16	80,826.49	128,104.31	83,267.80
Total (CO_2e metric tons/year):	**90,224.23**	**106,146.15**	**124,054.16**	**80,826.49**	**128,104.31**	**83,267.80**
Cost per year ($)[6]:		$ 30,224,559	$ 29,805,089		$ 32,942,467	$ 21,412,603

1 Emissions of CO_2 from motorvehicle usage was determined from the running and start emissions as taken from EMFAC2007 and is based on vehicle and fuel type. Start Emission fractions and % by residential vs non-residnetial land uses were determined from URBEMIS defaults. Total Annual VMT, Total Residential Trips, and Total Non-residential trips were determined from the traffic information provided by LSA.

Target Year		2010	
Running Emissions		**% Vehicle Type**	**VMT**
LDA	NCAT	0.50000%	1339062.725
	CAT	52.30000%	140065961
	DSL	0.10000%	267812.545
LDT1	NCAT	0.10000%	267812.545
	CAT	6.80000%	18211253.06
	DSL	0.20000%	535625.09
LDT2	NCAT	0.10000%	267812.545
	CAT	22.70000%	60793447.72
	DSL	0.00000%	0
MDV	NCAT	0.10000%	267812.545
	CAT	10.10000%	27049067.05
	DSL	0.00000%	0
LHD1	NCAT	0.00000%	0
	CAT	1.20000%	3213750.54
	DSL	0.30000%	803437.635
LHD2	NCAT	0.00000%	0
	CAT	0.30000%	803437.635
	DSL	0.20000%	535625.09
MHD	NCAT	0.00000%	0
	CAT	0.20000%	535625.09
	DSL	0.70000%	1874687.815
HHD	NCAT	0.00000%	0
	CAT	0.00000%	0
	DSL	0.20000%	535625.09
OBUS	NCAT	0.00000%	0
	CAT	0.00000%	0
	DSL	0.00000%	0
SBUS	NCAT	0.00000%	0
	CAT	0.00000%	0
	DSL	0.10000%	267812.545
UBUS	NCAT	0.00000%	0
	CAT	0.00000%	0
	DSL	0.00000%	0
MH	NCAT	0.00000%	0
	CAT	0.70000%	1874687.815
	DSL	0.10000%	267812.545
MCY	NCAT	1.90000%	5088438.355
	CAT	0.90000%	2410312.905
	DSL	0.00000%	0
Total			267,812,545.00

Starting emissions		2010					
	Residential	**Trips**	**5**	**20**	**30**	**40**	**50**
LDA	NCAT	31200.93	0.12	0.34	0.45	0.40	0.36
	CAT	5044150.35	1.80	6.95	10.60	10.44	10.63
	DSL	10400.31	0.00	0.00	0.00	0.00	0.00
LDT1	NCAT	10400.31	0.04	0.11	0.15	0.13	0.12
	CAT	655219.53	0.31	1.12	1.69	1.65	1.68
	DSL	20800.62	0.00	0.00	0.00	0.00	0.00
LDT2	NCAT	10400.31	0.04	0.11	0.15	0.13	0.12
	CAT	2194465.41	1.01	3.76	5.68	5.58	5.67
	DSL	0	0.00	0.00	0.00	0.00	0.00
MDV	NCAT	0	0.00	0.00	0.00	0.00	0.00
	CAT	977629.14	0.60	2.29	3.49	3.43	3.49
	DSL	0	0.00	0.00	0.00	0.00	0.00
LHD1	NCAT	0	0.00	0.00	0.00	0.00	0.00
	CAT	634418.91	0.39	1.86	2.98	2.99	3.07
	DSL	52001.55	0.00	0.00	0.00	0.00	0.00
LHD2	NCAT	0	0.00	0.00	0.00	0.00	0.00
	CAT	135204.03	0.08	0.40	0.65	0.65	0.67
	DSL	41601.24	0.00	0.00	0.00	0.00	0.00
MHD	NCAT	10400.31	0.06	0.17	0.23	0.20	0.18
	CAT	124803.72	0.04	0.37	0.65	0.68	0.70
	DSL	291208.68	0.00	0.00	0.00	0.00	0.00
HHD	NCAT	0	0.00	0.00	0.00	0.00	0.00
	CAT	20800.62	0.01	0.06	0.11	0.11	0.12
	DSL	10400.31	0.00	0.00	0.00	0.00	0.00
OBUS	NCAT	0	0.00	0.00	0.00	0.00	0.00
	CAT	20800.62	0.01	0.06	0.11	0.11	0.12
	DSL	10400.31	0.00	0.00	0.00	0.00	0.00
SBUS	NCAT	0	0.00	0.00	0.00	0.00	0.00
	CAT	0	0.00	0.00	0.00	0.00	0.00
	DSL	0	0.00	0.00	0.00	0.00	0.00
UBUS	NCAT	0	0.00	0.00	0.00	0.00	0.00
	CAT	0	0.00	0.00	0.00	0.00	0.00
	DSL	0	0.00	0.00	0.00	0.00	0.00
MH	NCAT	0	0.00	0.00	0.00	0.00	0.00
	CAT	0	0.00	0.00	0.00	0.00	0.00
	DSL	0	0.00	0.00	0.00	0.00	0.00
MCY	NCAT	52001.55	0.06	0.18	0.23	0.20	0.19
	CAT	31200.93	0.00	0.02	0.03	0.03	0.03
	DSL	0	0.00	0.00	0.00	0.00	0.00
Total		10,400,310.00					

	Residential	60	120	240	300	360	420
LDA	NCAT	0.27	0.37	0.46	0.44	0.44	0.45
	CAT	8.78	19.22	30.75	32.60	35.75	39.09
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
LDT1	NCAT	0.09	0.12	0.15	0.15	0.15	0.15
	CAT	1.39	3.10	4.95	5.24	5.74	6.28
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
LDT2	NCAT	0.09	0.12	0.15	0.15	0.15	0.15
	CAT	4.69	10.40	16.60	17.59	19.28	21.09
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
MDV	NCAT	0.00	0.00	0.00	0.00	0.00	0.00
	CAT	2.89	6.34	10.14	10.75	11.79	12.89
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
LHD1	NCAT	0.00	0.00	0.00	0.00	0.00	0.00
	CAT	2.54	5.11	8.31	8.83	9.69	10.58
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
LHD2	NCAT	0.00	0.00	0.00	0.00	0.00	0.00
	CAT	0.56	1.09	1.78	1.89	2.08	2.27
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
MHD	NCAT	0.14	0.19	0.24	0.22	0.23	0.23
	CAT	0.58	1.01	1.69	1.81	1.98	2.16
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
HHD	NCAT	0.00	0.00	0.00	0.00	0.00	0.00
	CAT	0.10	0.17	0.28	0.30	0.33	0.36
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
OBUS	NCAT	0.00	0.00	0.00	0.00	0.00	0.00
	CAT	0.10	0.17	0.28	0.30	0.33	0.36
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
SBUS	NCAT	0.00	0.00	0.00	0.00	0.00	0.00
	CAT	0.00	0.00	0.00	0.00	0.00	0.00
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
UBUS	NCAT	0.00	0.00	0.00	0.00	0.00	0.00
	CAT	0.00	0.00	0.00	0.00	0.00	0.00
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
MH	NCAT	0.00	0.00	0.00	0.00	0.00	0.00
	CAT	0.00	0.00	0.00	0.00	0.00	0.00
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
MCY	NCAT	0.14	0.19	0.24	0.23	0.23	0.23
	CAT	0.03	0.05	0.08	0.08	0.09	0.10
	DSL	0.00	0.00	0.00	0.00	0.00	0.00

	Residential	480	540	660	720	$MTCO_2$
LDA	NCAT	0.44	0.45	0.45	0.45	7.07
	CAT	41.86	45.12	50.93	53.74	479.63
	DSL	0.00	0.00	0.00	0.00	0.00
LDT1	NCAT	0.15	0.15	0.15	0.15	2.36
	CAT	6.73	7.26	8.21	8.68	77.14
	DSL	0.00	0.00	0.00	0.00	0.00
LDT2	NCAT	0.15	0.15	0.15	0.15	2.36
	CAT	22.59	24.37	27.54	29.09	258.91
	DSL	0.00	0.00	0.00	0.00	0.00
MDV	NCAT	0.00	0.00	0.00	0.00	0.00
	CAT	13.81	14.89	16.81	17.74	158.22
	DSL	0.00	0.00	0.00	0.00	0.00
LHD1	NCAT	0.00	0.00	0.00	0.00	0.00
	CAT	11.31	12.15	13.60	14.27	129.40
	DSL	0.00	0.00	0.00	0.00	0.00
LHD2	NCAT	0.00	0.00	0.00	0.00	0.00
	CAT	2.42	2.60	2.90	3.04	27.72
	DSL	0.00	0.00	0.00	0.00	0.00
MHD	NCAT	0.23	0.23	0.23	0.23	3.59
	CAT	2.30	2.46	2.70	2.80	26.27
	DSL	0.00	0.00	0.00	0.00	0.00
HHD	NCAT	0.00	0.00	0.00	0.00	0.00
	CAT	0.38	0.41	0.45	0.47	4.38
	DSL	0.00	0.00	0.00	0.00	0.00
OBUS	NCAT	0.00	0.00	0.00	0.00	0.00
	CAT	0.38	0.41	0.45	0.47	4.38
	DSL	0.00	0.00	0.00	0.00	0.00
SBUS	NCAT	0.00	0.00	0.00	0.00	0.00
	CAT	0.00	0.00	0.00	0.00	0.00
	DSL	0.00	0.00	0.00	0.00	0.00
UBUS	NCAT	0.00	0.00	0.00	0.00	0.00
	CAT	0.00	0.00	0.00	0.00	0.00
	DSL	0.00	0.00	0.00	0.00	0.00
MH	NCAT	0.00	0.00	0.00	0.00	0.00
	CAT	0.00	0.00	0.00	0.00	0.00
	DSL	0.00	0.00	0.00	0.00	0.00
MCY	NCAT	0.23	0.23	0.23	0.23	3.64
	CAT	0.11	0.12	0.13	0.13	1.23
	DSL	0.00	0.00	0.00	0.00	0.00
Total						1,186.30

Starting emissions		2010					
Non Residential		**Trips**	**5**	**20**	**30**	**40**	**50**
LDA	NCAT	39840.48	0.26	0.45	0.54	0.44	0.41
	CAT	6440877.6	4.04	9.11	12.51	11.68	12.15
	DSL	13280.16	0.00	0.00	0.00	0.00	0.00
LDT1	NCAT	13280.16	0.09	0.15	0.18	0.15	0.14
	CAT	836650.08	0.68	1.47	1.99	1.85	1.92
	DSL	26560.32	0.00	0.00	0.00	0.00	0.00
LDT2	NCAT	13280.16	0.09	0.15	0.18	0.15	0.14
	CAT	2802113.76	2.25	4.92	6.71	6.24	6.48
	DSL	0	0.00	0.00	0.00	0.00	0.00
MDV	NCAT	0	0.00	0.00	0.00	0.00	0.00
	CAT	1248335.04	1.34	3.00	4.12	3.84	4.00
	DSL	0	0.00	0.00	0.00	0.00	0.00
LHD1	NCAT	0	0.00	0.00	0.00	0.00	0.00
	CAT	810089.76	0.87	2.44	3.51	3.35	3.51
	DSL	66400.8	0.00	0.00	0.00	0.00	0.00
LHD2	NCAT	0	0.00	0.00	0.00	0.00	0.00
	CAT	172642.08	0.17	0.52	0.76	0.73	0.77
	DSL	53120.64	0.00	0.00	0.00	0.00	0.00
MHD	NCAT	13280.16	0.13	0.23	0.27	0.23	0.21
	CAT	159361.92	0.09	0.49	0.77	0.76	0.81
	DSL	371844.48	0.00	0.00	0.00	0.00	0.00
HHD	NCAT	0	0.00	0.00	0.00	0.00	0.00
	CAT	26560.32	0.01	0.08	0.13	0.13	0.13
	DSL	13280.16	0.00	0.00	0.00	0.00	0.00
OBUS	NCAT	0	0.00	0.00	0.00	0.00	0.00
	CAT	26560.32	0.01	0.08	0.13	0.13	0.13
	DSL	13280.16	0.00	0.00	0.00	0.00	0.00
SBUS	NCAT	0	0.00	0.00	0.00	0.00	0.00
	CAT	0	0.00	0.00	0.00	0.00	0.00
	DSL	0	0.00	0.00	0.00	0.00	0.00
UBUS	NCAT	0	0.00	0.00	0.00	0.00	0.00
	CAT	0	0.00	0.00	0.00	0.00	0.00
	DSL	0	0.00	0.00	0.00	0.00	0.00
MH	NCAT	0	0.00	0.00	0.00	0.00	0.00
	CAT	0	0.00	0.00	0.00	0.00	0.00
	DSL	0	0.00	0.00	0.00	0.00	0.00
MCY	NCAT	66400.8	0.14	0.23	0.28	0.23	0.21
	CAT	39840.48	0.00	0.02	0.04	0.04	0.04
	DSL	0	0.00	0.00	0.00	0.00	0.00
Total		13,280,160.00					

Non Residential		60	120	240	300	360	420
LDA	NCAT	0.34	0.45	1.16	0.37	0.37	0.38
	CAT	11.13	23.39	76.81	27.39	30.03	32.95
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
LDT1	NCAT	0.11	0.15	0.39	0.12	0.12	0.13
	CAT	1.76	3.78	12.35	4.40	4.82	5.29
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
LDT2	NCAT	0.11	0.15	0.39	0.12	0.12	0.13
	CAT	5.94	12.66	41.46	14.77	16.20	17.77
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
MDV	NCAT	0.00	0.00	0.00	0.00	0.00	0.00
	CAT	3.66	7.72	25.34	9.03	9.90	10.87
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
LHD1	NCAT	0.00	0.00	0.00	0.00	0.00	0.00
	CAT	3.21	6.22	20.74	7.42	8.14	8.92
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
LHD2	NCAT	0.00	0.00	0.00	0.00	0.00	0.00
	CAT	0.70	1.33	4.45	1.59	1.75	1.91
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
MHD	NCAT	0.17	0.23	0.59	0.19	0.19	0.19
	CAT	0.74	1.22	4.22	1.52	1.67	1.82
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
HHD	NCAT	0.00	0.00	0.00	0.00	0.00	0.00
	CAT	0.12	0.20	0.70	0.25	0.28	0.30
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
OBUS	NCAT	0.00	0.00	0.00	0.00	0.00	0.00
	CAT	0.12	0.20	0.70	0.25	0.28	0.30
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
SBUS	NCAT	0.00	0.00	0.00	0.00	0.00	0.00
	CAT	0.00	0.00	0.00	0.00	0.00	0.00
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
UBUS	NCAT	0.00	0.00	0.00	0.00	0.00	0.00
	CAT	0.00	0.00	0.00	0.00	0.00	0.00
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
MH	NCAT	0.00	0.00	0.00	0.00	0.00	0.00
	CAT	0.00	0.00	0.00	0.00	0.00	0.00
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
MCY	NCAT	0.18	0.23	0.60	0.19	0.19	0.19
	CAT	0.03	0.06	0.20	0.07	0.08	0.09
	DSL	0.00	0.00	0.00	0.00	0.00	0.00
Total							

Non Residential		480	540	660	720	$MTCO_2$
LDA	NCAT	0.38	0.38	0.38	0.39	8.66
	CAT	35.52	38.04	42.93	46.65	527.89
	DSL	0.00	0.00	0.00	0.00	0.00
LDT1	NCAT	0.13	0.13	0.13	0.13	2.89
	CAT	5.71	6.12	6.92	7.53	84.93
	DSL	0.00	0.00	0.00	0.00	0.00
LDT2	NCAT	0.13	0.13	0.13	0.13	2.89
	CAT	19.17	20.54	23.21	25.25	285.02
	DSL	0.00	0.00	0.00	0.00	0.00
MDV	NCAT	0.00	0.00	0.00	0.00	0.00
	CAT	11.72	12.55	14.17	15.40	174.15
	DSL	0.00	0.00	0.00	0.00	0.00
LHD1	NCAT	0.00	0.00	0.00	0.00	0.00
	CAT	9.60	10.24	11.46	12.39	142.27
	DSL	0.00	0.00	0.00	0.00	0.00
LHD2	NCAT	0.00	0.00	0.00	0.00	0.00
	CAT	2.06	2.19	2.45	2.64	30.47
	DSL	0.00	0.00	0.00	0.00	0.00
MHD	NCAT	0.19	0.19	0.19	0.20	4.40
	CAT	1.95	2.07	2.28	2.43	28.82
	DSL	0.00	0.00	0.00	0.00	0.00
HHD	NCAT	0.00	0.00	0.00	0.00	0.00
	CAT	0.33	0.35	0.38	0.41	4.80
	DSL	0.00	0.00	0.00	0.00	0.00
OBUS	NCAT	0.00	0.00	0.00	0.00	0.00
	CAT	0.33	0.35	0.38	0.41	4.80
	DSL	0.00	0.00	0.00	0.00	0.00
SBUS	NCAT	0.00	0.00	0.00	0.00	0.00
	CAT	0.00	0.00	0.00	0.00	0.00
	DSL	0.00	0.00	0.00	0.00	0.00
UBUS	NCAT	0.00	0.00	0.00	0.00	0.00
	CAT	0.00	0.00	0.00	0.00	0.00
	DSL	0.00	0.00	0.00	0.00	0.00
MH	NCAT	0.00	0.00	0.00	0.00	0.00
	CAT	0.00	0.00	0.00	0.00	0.00
	DSL	0.00	0.00	0.00	0.00	0.00
MCY	NCAT	0.19	0.19	0.19	0.20	4.46
	CAT	0.09	0.10	0.11	0.11	1.35
	DSL	0.00	0.00	0.00	0.00	0.00
Total						1,307.82

2 Emissions from light duty automobiles, light duty trucks, and medium duty vehicles will be reduced by the implementation of the Pavely regulations. The EMFAC emission factors do not take into account these emission reductions, therefore the additional reductions from this regulation are accounted for below.

		Don't Need to Adjust this amt	Unadjusted Amount Affected by Pavley	Adusted	Adusted	Adusted	Adjusted
		Not Affected by Pavley	LDA/ LDT1/ LDT2/ MDV	LDT1	LDT2	MDV	4 totaled
	2010	6,881.54	94,317.64	7,167.02	23,070.06	10,272.49	93,957.30
	1990	6,365.43	79,653.87	6,709.51	17,461.92	4,214.95	79,653.87
	2010	6,881.54	94,317.64	7,167.02	23,070.06	10,272.49	93,957.30
	2020	8,131.75	109,719.70	6,995.03	24,742.01	11,641.09	90,676.94
	2035	5,853.73	73,250.69	4,840.63	17,538.34	8,404.77	60,084.85
Reduced	2020	6,809.55	91,879.55	5,857.66	20,719.02	9,748.28	75,933.09

Pavley Adjustment

Year	% LDA CO2 Emissions	% LDT1 CO2 Emissions	% LDT2 CO2 Emissions	% LDA/LDT1/LDT2/MDV	% everything else
1990	59.60%	7.80%	20.30%	92.60%	7.40%
2008	0.00%	0.00%	0.00%	0.00%	100.00%
2009	50.60%	7.50%	24.40%	93.90%	6.10%
2010	53.00%	7.10%	22.90%	93.20%	6.80%
2011	0.00%	0.00%	0.00%	0.00%	100.00%
2012	0.00%	0.00%	0.00%	0.00%	100.00%
2013	0.00%	0.00%	0.00%	0.00%	100.00%
2014	0.00%	0.00%	0.00%	0.00%	100.00%
2015	0.00%	0.00%	0.00%	0.00%	100.00%
2016	0.00%	0.00%	0.00%	0.00%	100.00%
2017	0.00%	0.00%	0.00%	0.00%	100.00%
2018	0.00%	0.00%	0.00%	0.00%	100.00%
2019	0.00%	0.00%	0.00%	0.00%	100.00%
2020	50.40%	7.30%	24.10%	93.10%	6.90%
2035	47.20%	7.60%	25.60%	92.60%	7.40%

Year	% CO2 Reduction - LDA	% CO2 Reduction - LDT1	% CO2 Reduction - LDT2
1990	0.00%	0.00%	0.00%
2008	0.00%	0.00%	0.00%
2009	0.00%	0.00%	0.07%
2010	0.35%	0.25%	0.45%
2011	1.75%	1.34%	1.31%
2012	4.07%	3.27%	2.60%
2013	6.31%	5.26%	3.88%
2014	8.48%	7.26%	5.17%
2015	10.74%	9.38%	6.54%
2016	12.96%	11.56%	7.94%
2017	15.03%	13.58%	9.27%
2018	16.94%	15.43%	10.54%
2019	18.72%	17.13%	11.74%
2020	20.37%	18.69%	12.89%
2035	21.52%	19.48%	13.39%

3 U.S. EPA assumption that GHG emissions from other pollutants - CH4, N20, and hydrofluorcarbons (HFCs) from leaking air conditioners account for 5 percent of emissions from vehicles, after accounting for global warming potentail of each GHG.

To account for methane and nitrous oxide emissions CO_2 emissions are multiplied by: 1.052631578947

-Methane is approximately 13% of emissions. 13.00%
-Nitrous Oxide is approximately 80% of emissions. 80.00%
-HFCs are approximately 7% of emissions. 7.00%

4 Emissions from motorvehicles will be reduced by the implementation of the Low Carbon Fuel Standards rule. The EMFAC emission factors do not take into account these emission reductions, therefore the additional reductions from this regulation are accounted for below.

Low Carbon Fuels Standards

Year	Reduction Gasoline and Diesel Fuel	% Reduction Tank to Wheels
1990	0.00	0.00
2008	0.00	0.00
2009	0.00	0.00
2010	0.00	0.00
2010	0.00	0.00
2011	0.25	0.18
2012	0.50	0.36
2013	1.00	0.72
2014	1.50	1.08
2015	2.50	1.80
2016	3.50	2.52
2017	5.00	3.60
2018	6.50	4.68
2019	8.00	5.76
2020	10.00	7.20

Source:
Final Regulation Order
Subchapter 10. Climate Change
Article 4. Regulations to Achieve Greenhouse Gas Reductions
Subarticle 7. Low Carbon Fuel Standard
Section 95482. Average Carbon Intensity Requirements for Gasoline and Diesel

6 This section estimates the cost per year for the miles traveled.

Target Year		2010		
		MG/mile	MPG	Cost ($)
LDA	Gas	267,812,545	28	3.16
	DSL			3.16
LDT1	Gas			3.16
	DSL			3.16
LDT2	Gas			3.16
	DSL			3.16
MDV	Gas			3.16
	DSL			3.16
LHD1	Gas			3.16
	DSL			3.16
LHD2	Gas			3.16
	DSL			3.16
MHD	Gas			3.16
	DSL			3.16
HHD	Gas			3.16
	DSL			3.16
OBUS	Gas			3.16
	DSL			3.16
SBUS	Gas			3.16
	DSL			3.16
UBUS	Gas			3.16
	DSL			3.16
MH	Gas			3.16
	DSL			3.16
MCY	Gas			3.16
	DSL			3.16
Total				$ 30,224,558.65

CITY OF LA HABRA
Greenhouse Gas Emission Inventory
Electricity and Natural Gas Emissions

Electricity and Natural Gas

Electricity	2010	1990	2010	2020 BAU	2020 Reduced	2035 BAU	2035 Reduced
CO2 metric tons/year:	75,307.20	64,011.12	75,307.20	81,633.00	40,828.07	88,109.42	52,865.65
CH4 metric tons/year:	0.58	0.49	0.58	0.63	0.31	0.68	0.41
N2O metric tons/year:	0.85	0.72	0.85	0.92	0.46	0.99	0.60
Total (CO2e metric tons/year):	75,582.51	64,245.14	75,582.51	81,931.45	40,977.34	88,431.54	53,059

Natural Gas	2010	1990	2008	2020 BAU	2020 Reduced	2035 BAU	2035 Reduced
CO2 metric tons/year:	50,819.11	43,196.24	50,819.11	55,087.92	48,030.57	56,872.04	34,123.23
CH4 metric tons/year:	4.79	4.07	4.79	5.19	4.53	5.36	3.22
N2O metric tons/year:	0.10	0.08	0.10	0.10	0.09	0.11	0.06
Total (CO2e metric tons/year):	50,949.37	43,306.96	50,949.37	55,229.11	48,153.68	57,017.81	34,210.69

Electricity

Southern California Edison

Rate Code	Annual kWh	$/kWh	$
AG TOU	0	$0.00000	$0.00
Domestic	110,796,252	$0.14740	$16,331,367.54
GS-1	23,939,482	$0.11505	$2,754,237.40
GS-2	55,860,460	$0.11505	$6,426,745.92
PA-1	0	$0.00000	$0.00
PA-2	264,344	$0.08870	$23,447.31
Street Lighting	11,672,679	$0.08870	$1,035,366.63
TOU-8	45,209,635	$0.11505	$5,201,368.51
TOU-GS	15,415,466	$0.11505	$1,773,549.36
TOTAL	**263,158,318**		**$33,546,082.68**
2020 Total	**285,263,617**		
2035 Total	**307,895,232**		

Growth Factors 2010 to 2020	
8.40%	Residential
8.40%	Commercial
8.40%	Industrial

Growth Factors 2010 to 2035	
17.00%	Residential
17.00%	Commercial
17.00%	Industrial

SoCal Edison Emission Factors	
630.89	lbs CO2/MWh
4.8619	lbs CH4/GWh
7.1109	lbs N2O/GWh

Natural Gas

	therms	$/therms	$
Single Family Residential	1393197	$9.70	$13,514,010.90
Multi-Family Residential	5667820	$9.70	$54,977,854.00
Commercial/Industrial	2516652	$7.49	$18,837,140.22
TOTAL	**9577669**	**$87,329,005.12**	
2020 Total	**10,382,193**		
2035 Total	**10,718,440**		

Total Energy Cost
$120,875,088

res	1,393,197	$13,514,010.90	15%	15%
non-res	8,184,472	$73,814,994.22	85%	85%

Natural Gas Use (MMBTU)	2020 Natural Gas Use (MMBTU)	2035 Natural Gas Use (MMBTU)
957766.9	1038219.32	1071844.021

CITY OF LA HABRA
Greenhouse Gas Emission Inventory
Area Source Emissions

Area Source Emissions: Landscaping and Woodburning Emissions

Landscaping	2010	1990	2008	2020 BAU	2020 Reduced	2035 BAU	2035 Reduced
CO2 metric tons/year:	15,541.63	13,210.38	15,541.63	16,847.13	16,847.13	18,183.71	10,910.22

Woodburning	2010	1990	2008	2020 BAU	2020 Reduced	2035 BAU	2035 Reduced
CO2 metric tons/year:	13,628.32	11,584.07	13,628.32	14,773.10	11,292.04	15,945.14	0.0
CH4 metric tons/year:	42.95	36.51	42.95	46.56	35.59	50.25	0.0
N2O metric tons/year:	0.57	0.49	0.57	0.62	0.47	0.67	0.0
Total (CO2e metric tons/year):	14,707.18	12,501.10	14,707.18	15,942.58	12,185.95	17,207.40	0.0

Landscaping Emissions

Land use:	2010	2020	2035	
Single Family Residential Units:	12,369	13,408	14,472	units
Multi-family Residential Units:	7,604	8,243	8,897	units
Commercial Building Space:	7,700	8,347	9,009	1000 square feet
Industrial Building Space:	0	-	-	1000 square feet

Woodburning Emissions

Homes with wood stoves:	35%	% of residential homes
Amount of wood burned:	0.80	cords/unit
Homes with fireplaces:	10%	% of residential homes
Price of wood:	$3.50	$/cord of wood

Note: Natural gas fired fireplaces accounted for in electricity and natural gas tab

Growth Factors 2010 to 2020	
8.40%	Residential
8.40%	Commercial
8.40%	Industrial

Growth Factors 2010 to 2035	
17.00%	Residential
17.00%	Commercial
17.00%	Industrial

CITY OF LA HABRA
Greenhouse Gas Emission Inventory
Water and Wastewater Emissions

Water and Wastewater

Water - Electricity	2010	1990	2010	2020 BAU	2020 Reduced	2035 BAU	2035 Reduced
CO2 metric tons/year:	5,292	4,498	5,292	5,736	3,717	6,192	3715
CH4 metric tons/year:	0.23	0.20	0.23	0.25	0.25	0.272	0.163
N2O metric tons/year:	0.05	0.04	0.05	0.05	0.05	0.058	0.035
Total (CO2e metric tons/year):	5,312	4,515	5,312	5,758	3,739	6,215	3,729

Wastewater	2010	1990	2008	2020 BAU	2020 Reduced	2035 BAU	2035 Reduced
CH4 metric tons/year:	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total (CO2e metric tons/year):	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Metered Water Deliveries

	acre-feet	%	$/acre-feet	Total $
Agriculture	0	0.00%	$1,045.44	$0.00
Commercial	1,420	14.48%	$1,045.44	$1,484,524.80
Government	290	2.96%	$1,045.44	$303,177.60
Industrial	0	0.00%	$1,045.44	$0.00
Landscape	775	7.90%	$1,045.44	$810,216.00
Multifamily	1,655	16.88%	$1,045.44	$1,730,203.20
Reclaimed Water	0	0.00%	$1,045.44	$0.00
Single Family	5,664	57.77%	$1,045.44	$5,921,372.16
2010 Total (AF)	**9,804**			**$10,249,493.76**
2010 Total (MG)	3,195			
2020 Total (AF)	**10,628**			
2020 Total (MG)	3,463			
2035 Total (AF)	**11,471**			
2035 Total (MG)	3,738			

Growth Factors 2010 to 2020	
8.40%	Residential
8.40%	Commercial
8.40%	Industrial

Growth Factors 2010 to 2035	
17.00%	Residential
17.00%	Commercial
17.00%	Industrial

25.35% % Non-Residential
74.65% % Residential

Source	2010 AF	2010 MG	2020 MG	2035 MG
Local Water	4216	1374	1489	1607
Purchased Water	5588	1821	1974	2131
kWh		17,712,348	19,200,185	20,723,447

Water Sources

	%
MWD	43%
Well	57%

SoCal Edison Emission Factors	
630.89	lbs CO2/MWh
4.8619	lbs CH4/GWh
7.1109	lbs N2O/GWh

2005 California Emission Factors	
658.68	lbs CO2/MWh
28.94	lbs CH4/GWh
6.17	lbs N2O/GWh

Note: Additional kWh due to conveyence and treatment of State water, and conveyence of Colorado Water. All other conveyence and treatment of water emissions are included in Electricity section.

Wastewater

Digester Gas	0.00	cubic feet/day
Fraction of methane in Gas	0.00	
BOD Load (influent)	0.00	(mg/l/day)
Total Influent	0.00	MG/day
Fraction BOD removed	0.00	

Stationary Methane Emissions	0.00	metric tons
Process Methane Emissions	0.00E+00	metric tons

CITY OF LA HABRA
Greenhouse Gas Emission Inventory
Solid Waste Emissions

Solid Waste							
Target Year:	2010	1990	2010	2020	Reduced 2020	2035	Reduced 2035
Truck Haul CO_2 (CO_2e metric tons/year):	128.43	109.17	128.43	129.26	96.33	139.49	83.70
Truck Haul CH_4 (CO_2e metric tons/year):	0.01	0.00	0.01	0.00	0.00	0.00	0.00
Truck Haul N_2O (CO_2e metric tons/year):	0.10	0.00	0.10	0.00	0.00	0.00	0.00
Offgasing CH_4 (CO_2e metric tons/year):	15,721.80	13,363.53	15,721.80	17,042.43	11,165.68	18,394.51	11,036.70
Equipment CO_2 (CO_2e metric tons/year):	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Equipment CH_4 (CO_2e metric tons/year):	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Equipment N_2O (CO_2e metric tons/year):	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total (CO_2e metric tons/year):	15,850.35	13,472.70	15,850.35	17,171.70	11,262.02	18,534.00	11,120.40

Target Year	2010		Hauling					Landfill Offgasing	
landfill /transfer station name	distance (round trip) (miles)	Waste tons/year	tons / truck	# trucks	Metric Tons/year CO_2	Metric Tons/year CH_4	Metric Tons/year N_2O	Methane Recovery type	off-gasing Metric Tons CH_4
El Sobrante Landfill	80	1763	12	147	21.49502	6E-05	5.64E-05	N/A	
0.00	0	0	12	0	0	0	0	N/A	
Olinda Alpha Sanitary Landfill	7	46,087	12	3841	49.14427	0.000137	0.000129	0.30	13,826
Frank R. Bowerman Sanitary LF	60	6319	12	527	57.79529	0.000161	0.000152	0.30	1,896
0.00	0	0	12	0	0	0	0	0.00	0
0.00	0	0	12	0	0	0	0	0.00	0
Total	**147**	**54169**			**128.4346**	**0.000358**	**0.000337**		**15,722**

Target Year	1990		Hauling					Landfill Offgasing	
landfill /transfer station name	distance (round trip) (miles)	Waste tons/year	tons / truck	# trucks	Metric Tons/year CO_2	Metric Tons/year CH_4	Metric Tons/year N_2O	Methane Recovery type	off-gasing Metric Tons CO_2e CH_4
El Sobrante Landfill	80	1499	12	125	0.000051	0.000051	0.000048	N/A	
0.00	0	0	12	0	0	0	0	N/A	
Olinda Alpha Sanitary Landfill	7	39174	12	3265	41.77455	0.000117	0.00011	Gas-to-Energy	11,752
Frank R. Bowerman Sanitary LF	60	5371.15	12	448	49.13148	0.000137	0.000129	Gas-to-Energy	1,611
0.00	0	0	12	0	0	0	0	*Choose Method*	0
0.00	0	0	12	0	0	0	0	*Choose Method*	0
Total	**147**	**46044**			**90.90608**	**0.000305**	**0.000287**		**13,364**

Target Year	2010		Hauling					Landfill Offgasing	
landfill /transfer station name	distance (round trip) (miles)	Waste tons/year	tons / truck	# trucks	Metric Tons/year CO_2	Metric Tons/year CH_4	Metric Tons/year N_2O	Methane Recovery type	off-gasing Metric Tons CH_4
El Sobrante Landfill	80	1763	12	147	21.49502	6E-05	5.64E-05	N/A	
0.00	0	0	12	0	0	0	0	N/A	
Olinda Alpha Sanitary Landfill	7	46,087	12	3841	49.14427	0.000137	0.000129	Gas-to-Energy	13,826
Frank R. Bowerman Sanitary LF	60	6319	12	527	57.79529	0.000161	0.000152	Gas-to-Energy	1,896
0.00	0	0	12	0	0	0	0	*Choose Method*	0
0.00	0	0	12	0	0	0	0	*Choose Method*	0
Total	**147**	**54169**			**128.4346**	**0.000358**	**0.000337**		**15,722**

Target Year	2020		Hauling					Landfill Offgasing	
landfill /transfer station name	distance (round trip) (miles)	Waste tons/year	tons / truck	# trucks	Metric Tons/year CO_2	Metric Tons/year CH_4	Metric Tons/year N_2O	Methane Recovery type	off-gasing Metric Tons CH_4
El Sobrante Landfill	80	1911	12	160	23.39594	6.53E-05	6.14E-05	N/A	
0.00	0	0	12	0	0	0	0	N/A	
Olinda Alpha Sanitary Landfill	7	49958	12	4164	53.27695	0.000149	0.00014	Gas-to-Energy	14,987
Frank R. Bowerman Sanitary LF	60	6850	12	571	62.6207	0.000175	0.000164	Gas-to-Energy	2,055
Total	**147**	**58719**			**139.2936**	**0.000389**	**0.000366**		**17042.43**

Target Year	2035		Hauling					Landfill Offgasing	
landfill /transfer station name	distance (round trip) (miles)	Waste tons/year	tons / truck	# trucks	Metric Tons/year CO_2	Metric Tons/year CH_4	Metric Tons/year N_2O	Methane Recovery type	off-gasing Metric Tons CH_4
El Sobrante Landfill	80	2063	12	172	25.15064	7.02E-05	6.6E-05	N/A	
0.00	0	0	12	0	0	0	0	N/A	
Olinda Alpha Sanitary Landfill	7	53922	12	4494	57.49918	0.00016	0.000151	Gas-to-Energy	16,177
Frank R. Bowerman Sanitary LF	60	7393	12	617	67.66545	0.000189	0.000178	Gas-to-Energy	2,218
Total	**147**	**63378**			**150.3153**	**0.000419**	**0.000395**		**18394.51**

Target Year	2020	Reduced	Hauling					Landfill Offgasing	
landfill /transfer station name	distance (round trip) (miles)	Waste tons/year	tons / truck	# trucks	Metric Tons/year CO_2	Metric Tons/year CH_4	Metric Tons/year N_2O	Methane Recovery type	off-gasing Metric Tons CH_4
El Sobrante Landfill	80	1424	12	119	17.40073	4.86E-05	4.57E-05	N/A	
0.00	0	0	12	0	0	0	0	N/A	
Olinda Alpha Sanitary Landfill	7	37219	12	3102	39.68902	0.000111	0.000104	Gas-to-Energy	11,166
Frank R. Bowerman Sanitary LF	60	5103	12	426	46.71877	0.00013	0.000123	*Choose Method*	0
Total	**147**	**43746**			**103.8085**	**0.00029**	**0.000273**		**11165.68**

Target Year	2035	Reduced		Hauling					Landfill
landfill /transfer station name	distance (round trip) (miles)	Waste tons/year	tons / truck	# trucks	Metric Tons/year CO_2	Metric Tons/year CH_4	Metric Tons/year N_2O	Methane Recovery type	off-gasing Metric Tons CH_4
El Sobrante Landfill	80	2063	12	103	15.06114	4.2E-05	3.96E-05	N/A	
Olinda Alpha Sanitary Landfill	7	7	12	2696	34.49439	9.62E-05	9.06E-05	Gas-to-Energy	9,705.92
Frank R. Bowerman Sanitary LF	60	60	12	370	40.57734	0.000113	0.000107	Gas-to-Energy	1,330.78
Total	**Total**	**2129.71**			**90.13287**	**0.00025**	**0.00024**	**0.00000**	**11036.7**

	No Recovery	Flaring	Gas-to-Energy	*Choose Method*
Mixed Solid Waste	3.10	0.64	0.30	0.00

Emissions (from EMFAC2007, 30 mph for Heavy-Heavy Duty Trucks, CO_2. CH_4 and N_2O from CCAR)

Year	CO2 (grams/mile	CH4 (grams/mile	N2O (grams/mi
1990	1,827.81	0.0051	0.0048
2008	0.00	0.0051	0.0048
2009	1,827.81	0.0051	0.0048
2010	1,827.81	0.0051	0.0048
2011	0.00	0.0051	0.0048
2012	0.00	0.0051	0.0048
2013	0.00	0.0051	0.0048
2014	0.00	0.0051	0.0048
2015	0.00	0.0051	0.0048
2016	0.00	0.0051	0.0048
2017	0.00	0.0051	0.0048
2018	0.00	0.0051	0.0048
2019	0.00	0.0051	0.0048
2020	1,827.81	0.0051	0.0048
2035	1,827.81	0.0051	0.0048

Low Carbon Fuels Standards		
Year	% Reduction Gasoline and Diesel Fuel	% Reduction Tank to Wheels
1990	0.00	0.00
2008	0.00	0.00
2009	0.00	0.00
2010	0.00	0.00
2011	0.25	0.18
2012	0.50	0.36
2013	1.00	0.72
2014	1.50	1.08
2015	2.50	1.80
2016	3.50	2.52
2017	5.00	3.60
2018	6.50	4.68
2019	8.00	5.76
2020	10.00	7.20
2035	10.00	7.20

APPENDIX E:
REDUCTION MEASURES, ASSUMPTIONS, AND ATTRIBUTED REDUCTIONS

Transportation Reduction Measures

R1-T 1 & 2 Assembly Bill 1493: Pavely I & II

Emissions from light duty automobiles, light duty trucks, and medium duty vehicles will be reduced by the implementation of the Pavely regulations.

Reduction to automobiles & light duty Truck exhaust = 45.0%

R1-T 3 Executive Order S-1-07 (Low Carbon Fuel Standard)

The Low Carbon Fuel Standard (LCFS) will require a reduction of at least 10% in the carbon intensity of California's transportation fuels by 2020. The emissions reduced by this strategy overlap with emissions as a result of the Pavley legislation; adding the emissions reductions would be an overestimate of the actual emissions reductions. Therefore, reductions for this measure are calculated with Pavely following the CARB methodology

Reduction to automobiles & light duty Truck exhaust = Accounted for in the combined Pavely calculations.above

R1-T 4 Tire Pressure Program

The AB32 early action measure involves actions to ensure that vehicle tire pressure is maintained to manufacturer specifications. By 2020, this requirement will reduce emissions in California by approximately 0.55 $MMTCO_2e$, representing 0.3 percent of emissions from passenger/light-duty vehicles in the State.

Reduction to automobiles & light duty Trucks = 0.30%

R1-T 5 Low Rolling Resistance Tires

This AB32 early action measure would increase vehicle efficiency by creating an energy efficiency standard for automobile tires to reduce rolling resistance. By 2020, this requirement will reduce emissions in California by approximately 0.3 $MMTCO_2e$, representing 0.2 percent of emissions from passenger/light-duty vehicles in the State.

Reduction to automobiles & light duty Trucks = 0.30%

R1-T 6 Low Friction Engine Oils

This AB32 early action measure would increase vehicle efficiency by mandating the use of engine oils that meet certain low friction specifications. By 2020, this requirement will reduce emissions in California by approximately 2.8 $MMTCO_2e$, representing 1.7 percent of emissions from passenger light-duty vehicles in the State.

Reduction to automobiles & light duty Trucks = 1.70%

R1-T 7 Goods Movement Efficiency Measures

This AB32 early action measure targets system wide efficiency improvements in goods movement to achieve GHG reductions from reduced diesel combustion. By 2020, this requirement will reduce emissions in California by approximately 3.5 $MMTCO_2e$, representing 1.6 Percent of emissions from all mobile sources (on-road and off-road) in the State.

Reduction afforded to Medium and Heavy Duty Vehicle emissions	=	1.60%

R1-T 8 Heavy-Duty Vehicle GHG Emission Reduction (Aerodynamic Efficiency)

This AB32 early action measure would increase heavy-duty vehicle (long-haul trucks) efficiency by requiring installation of best available technology and/or CARB approved technology to reduce aerodynamic drag and rolling resistance. By 2020, this requirement will reduce emissions in California by approximately 0.93 $MMTCO_2e$, representing 1.9 percent of emissions from heavy-duty vehicles in the State.

Reduction afforded to Heavy Duty Vehicles emissions	=	1.90%

R1-T 9 Medium and Heavy Duty Vehicle Hybridization

The implementation approach for this AB 32 measure is to adopt a regulation and/or incentive program that reduce the GHG emissions of new trucks (parcel delivery trucks and vans, utility trucks, garbage trucks, transit buses, and other vocational work trucks) sold in California by replacing them with hybrids. By 2020, this requirement will reduce emissions in California by approximately 0.5 $MMTCO_2e$, representing 0.2 percent of emissions from all on-road mobile sources in the State. This reduction is also equivalent to a 1.0 percent reduction of emissions from all heavy-duty trucks in the State.

Reduction afforded to all on-road mobile sources	=	0.20%

R2-T 1 Land Use Based Trips and VMT Reduction Policies

The demand for transportation is influenced by the density and geographic distribution of people and places. Whether neighborhoods have sidewalks or bike paths, whether homes are within walking distance of shops or transit stops will influence the type and amount of transportation that is utilized. By changing the focus of land use from automobile centered transportation, a reduction in vehicle miles traveled will occur. Changing the focus of land use away from vehicle centered transportation to the increased densities and lay-outs that foster the implementation and use of alternate modes of transportation provides a reduction in VMT for the City.

Assumptions:

* Reduction in VMT is approximately 4% per year.
* Measures R2-T2, R2-T3, R2-T5, R2-T6, R2-T8, and R3-T1 are implemented.

Reductions:

Reduction afforded to passenger/light duty VMT in City = 6.00%

R2-T 2 Bicycle Infrastructure

La Habra's Bicycle Infrastructure planning is extensive and describes the construction of 4 miles of Class I bike paths and 7 miles of Class II bikeways to build upon the current 19 miles of bikeways.

Increase of 30 miles of bikeways

Reduction in VMT per mile of bikeway per 100,000 residents = 0.075%

Total reduction afforded to passenger/light duty VMT = 2.50%

R2-T 3 Electric Vehicle Incentives Program

Implementation of the SCAG's Plub-in Electric Vehicle (PEV) Plan has the potential to decrease VMT in La Habra. A conservative estimate for adoption of NEVs by residents 12.7% reduction in VMT.

PEV	assumes moderate penetration rate due to NEV plan	1	NEV/household
	VMT Reduction per PEV	0.127	
		0.127	

Energy Reduction Measures

R1-E 1 Renewable Portfolio Standard for Building Energy Use

Senate Bills (SBs) 1075 (2002) and 107 (2006) created the State's Renewable Portfolio Standard (RPS), with an initial goal of 20 percent renewable energy production by 2010. Executive Order (EO) S-14-08 establishes a RPS target of 33 percent by the year 2020 and requires State agencies to take all appropriate actions to ensure the target is met. The 33 percent RPS by 2020 goal is supported by the California Air Resources Board (CARB), though its feasibility is not certain due to current limitations in production and transmission of renewable energy.

Assumptions:

* Southern California Edison reaches its 33% goal for 2020.
* Assumes that in 2010 SCE's renewable portfolio was at 14% with respect to California's RPS.
* Assumes a 19% reduction in emissions from existing kWHs used.
* Assumes R1-E2 through R1-E6 have been implemented.

Reductions:

% Reduction Afforded	=	19.00%

R1-E 2 & 3 AB1109 Energy Efficiency Standard for Lighting (Residential and Commercial Indoor and Outdoor Lighting)

Assembly Bill (AB1109) mandated that the California Energy Commission (CEC) on or before December 31, 2008, adopt energy efficiency standards for general purpose lighting. These regulations, combined with other State efforts, shall be structured to reduce State-wide electricity consumption in the following ways:

- R1-E2: At least 50 percent reduction from 2007 levels for indoor residential lighting by 2018; and
- R1-E3: At least 25 percent reduction from 2007 levels for indoor commercial and outdoor lighting by 2018.

Assumptions:

* Assumes 20% of residential electrical use is from lighting.
* Assumes 37.14% of commercial/industrial electrical usage is from lighting.
* No data was available to determine outdoor lighting use, therefore no reduction was taken.

Reductions:

% reduction from residential electrical use	=	10.00%
% reduction from commercial/industrial electrical use	=	9.29%
Total	=	9.50%

R1-E 4 Electrical Energy Efficiency (AB 32)

This measure captures the emission reductions associated with electricity energy efficiency activities included in CARB's AB32 Scoping Plan that are not attributed to other R1 or R2 reductions, as described in this report. This measure includes energy efficiency measures that CARB views as crucial

to meeting the State-wide 2020 target, and will result in additional emissions reductions beyond those already accounted for in California's Energy Efficiency Standards for Residential and Non-Residential Buildings (Title 24, Part 6 of the California Code of Regulations; hereinafter referred to as, "Title 24 Energy Efficiency Standards"), the City's adopted Green Building ordinance (effective January 1, 2011), etc. By 2020, this requirement will reduce emissions in California by approximately 21.3 $MMTCO_2e$, representing 17.5 percent of emissions from all electricity in the State. This measure includes the following strategies:

- "Zero Net Energy" buildings (buildings that combine energy efficiency and renewable generation so that they, based on an annual average, extract no energy from the grid);
- Broader standards for new types of appliances and for water efficiency;
- Improved compliance and enforcement of existing standards;
- Voluntary efficiency and green building targets beyond mandatory codes;
- Voluntary and mandatory whole-building retrofits for existing buildings;
- Innovative financing to overcome first-cost and split incentives for energy efficiency, on-site renewables, and high efficiency distributed generation;
- More aggressive utility programs to achieve long-term savings;
- Water system and water use efficiency and conservation measures;
- Additional industrial and agricultural efficiency initiatives; and
- Providing real time energy information technologies to help consumers conserve and optimize energy performance.

Assumptions:

* The percent reduction from California's emissions from various energy efficiency measures is equal to the City's emissions from this measures or 17.5%.
* Assumes application only to New development

Reductions:

% reduction afforded	=	17.50%
% of 2020 from growth	=	35.08%
% reduction applied	=	6.14%

R1-E 5 Natural Gas Energy Efficiency (AB 32)

This measure captures the emission reductions associated with natural gas energy efficiency activities included in CARB's AB32 Scoping Plan that are not attributed to other R1 or R2 reductions, as described in this report. This measure includes energy efficiency measures that CARB views as crucial to meeting the State-wide 2020 target, and will result in additional emissions reductions beyond those already accounted for in California's Energy Efficiency Standards for Residential and Non-Residential Buildings (Title 24, Part 6 of the California Code of Regulations; hereinafter referred to as, "Title 24 Energy Efficiency Standards"), the City's adopted Green Building ordinance(effective January 1, 2011), etc. By 2020, this requirement will reduce emissions in California by approximately 4.3 $MMTCO_2e$, representing 6.2 percent of emissions from all natural gas combustion in the State. This measure includes the following strategies:

- ❖ "Zero Net Energy" buildings (buildings that combine energy efficiency and renewable generation so that they, based on an annual average, extract no energy from the grid);
- ❖ Broader standards for new types of appliances and for water efficiency;
- ❖ Improved compliance and enforcement of existing standards;
- ❖ Voluntary efficiency and green building targets beyond mandatory codes;
- ❖ Voluntary and mandatory whole-building retrofits for existing buildings;
- ❖ Innovative financing to overcome first-cost and split incentives for energy efficiency, on-site renewables, and high efficiency distributed generation;
- ❖ More aggressive utility programs to achieve long-term savings;
- ❖ Water system and water use efficiency and conservation measures;
- ❖ Additional industrial and agricultural efficiency initiatives; and
- ❖ Providing real time energy information technologies to help consumers conserve and optimize energy performance.

Assumptions:

- * The percent reduction from California's emissions from various energy efficiency measures is equal to the City's emissions from this measures or 6.2%.
- * Assumes application only to New development

Reductions:

% reduction afforded	=	6.20%
% of 2020 from growth	=	7.75%
% reduction applied	=	0.48%

R1-E 6 Increased Combined Heat and Power (AB 32)

This measure captures the reduction in building electricity emissions associated with the increase of combined heat and power activities, as outlined in CARB's AB32 Scoping Plan. The Scoping Plan suggests that increased combined heat and power systems, which capture "waste heat" produced during power generation for local use, will offset 30,000 GWh State-wide in 2020. Approaches to lowering market barriers include utility-provided incentive payments, a possible CHP portfolio standard, transmission and distribution support systems, or the use of feed-in tariffs. By 2020, this requirement will reduce emissions in California by approximately 6.7 $MMTCO_2e$, representing 7.6 percent of emissions from all electricity in the State.

Assumptions:

- * The percent reduction from California's emissions is equal to the City's emissions from this measures or 7.6%.

Reductions:

% reduction afforded	=	7.60%

R1-E 7 Industrial Efficiency Measures (AB 32)

This measure captures the reduction in industrial building energy emissions associated with the energy efficiency measures for industrial sources included in CARB's AB32 Scoping Plan. By 2020, this requirement will reduce emissions in California by approximately 1.0 $MMTCO_2e$, representing 3.9

percent of emissions from all industrial natural gas combustion in the State. CARB proposes the following possible State-wide measures:

- Oil and gas extraction;
- GHG leak reduction from oil and gas transmission;
- Refinery flare recovery process improvements; and
- Removal of methane exemption from existing refinery regulations.

Assumptions:

* The percent reduction from California's emissions is equal to the City's emissions from this measures or 3.9%.
* Assumes applies to all residential, commercial, and industrial land uses.

Reductions:

% reduction afforded	=	3.90%

R2-E 1 New Construction Residential Energy Efficiency Requirements

This measure involves the adoption of a program that facilitates energy efficient design for all new residential buildings within the City to be 20% beyond the 2008 Title 24 Standards. This energy efficiency measure is equal to that of the LEED for Homes and ENERGY STAR programs.

The 2008 Title 24 Energy Standards were adopted by the Energy Commission on April 23, 2008, with the 2008 Residential Compliance Manual adopted by the Commission on December 17, 2008. Compliance with the 2008 standards went into effect January 1, 2010. In an effort to meet the overall goal of the California Energy Efficiency Strategic Plan of reaching zero net energy for residential buildings by 2020, the stringency of the Title 24 Energy Standards as regulated and required by the State will continue to increase every three years. As energy efficiency standards increase the City may want to periodically re-evaluate their percentage beyond Title 24 goal to ensure it is still a feasibly achievable goal.

To facilitate the implementation of this program, the City could provide all developers with a list of potentially feasible GHG reduction measures that reflect the current state of the regulatory environment prior to design development. The developer will then submit to the City a mitigation report demonstrating which of the proposed reduction measures are feasible as well as why the unselected measures are infeasible. Although not limited to these actions, this reduction goal can be achieved through the incorporation of the following**:**

- Install energy efficient appliances, including air conditioning and heating units, dishwashers, water heaters, etc.;
- Install solar water heaters;
- Install top quality windows and insulation;
- Install energy efficient lighting;
- Optimize conditions for natural heating, cooling and lighting by building siting and orientation.
- Use features that incorporate natural ventilation;

- ❖ Install light-colored "cool" pavements, and strategically located shade trees along all bicycle and pedestrian routes; and
- ❖ Incorporate skylights; reflective surfaces, and natural shading in buildings design and layouts.

Assumptions:

- * Applies to new development only.
- * Assumes new development to be 25% beyond current Title 24.

Reductions:

% of new residential development	=	2.30%
% reduction afforded	=	25.00%
Total % reduction	=	0.57%

R2-E 2 New Construction Residential Renewable Energy Program

This measure facilitates the voluntary incorporation of renewable energy (such as photovoltaic panels) into new residential developments. For participating developments, renewable energy application should be such that the new home's projected energy use from the grid is reduced by 50%. The California Energy Commissions' New Solar Homes Partnership is a component of the California Solar Initiative and provides rebates to developers of 6 or more units where 50% of the units include solar power. In addition this measure would encourage that all residents be equipped with "solar ready" features where feasible, to encourage future installation of solar energy systems. These features should include the proper solar orientation (south facing roof sloped at 20^{O} to 55^{O} from the horizontal), clear access on south sloped roofs, electrical conduit installed for solar electric system wiring, plumbing installed for solar hot water systems, and space provided for a solar hot water tank. The incentive program should provide enough funding and other incentives as shown in the R3 measures to result in approximately fifty percent of new residential development participation in this program, thereby resulting in a 25% reduction in electrical consumption from new residential developments.

As an alternative to, or in support of, providing onsite renewable energy, the project proponent can buy into a purchased energy offset program that will allow for the purchase of electricity generated from renewable energy resources offsite. Purchased energy offsets (or a combination of incorporated renewables and purchased offsets) must be equal to 25% of the total projected energy consumption for the development. See R3-E3 for further details on the financing program.

Assumptions:

- * Applies to new development only.
- * Assumes that 50% of new development will participate.
- * Assumes that those developments participating will reduce electrical use by 50%.

Reductions:

% of new residential development	=	2.30%
% reduction from energy use	=	25.00%
Total % reduction	=	0.57%

R2-E 3 Residential Energy Efficiency Retrofits

This measure would initiate a City program that facilitates the incorporation of energy reduction measures for residential buildings undergoing major renovations. AB 811 is a potential funding source to the City for implementing incentive programs to encourage residences within the City to undertake energy efficiency retrofitting and reducing energy consumption in retrofitted homes by a minimum of 15%.

- Replace inefficient air conditioning and heating units with new energy efficient models;
- Replace older, inefficient appliances with new energy efficient models;
- Replace old windows and insulation with top-quality windows and insulation;
- Install solar water heaters;
- Replace inefficient and incandescent lighting with energy efficient lighting; and
- Weatherize the existing building to increase energy efficiency.

Assumptions:

- Applies to existing development only.
- Assumes that 25% of existing development will participate.
- Assumes that those developments participating will increase efficiency by 25%.
- Assumes reduction from electrical and natural gas.

Reductions:

% of 2020 that is existing residential development	=	27.33%
% reduction applied	=	25.00%
% existing homes participating	=	25.00%
Total % reduction	=	1.71%

R2-E 4 Residential Renewable Energy Retrofit Program

This measure will initiate an incentive program that encourages residents to retrofit their homes with photovoltaic panels such that 50% of all of the home's electrical usage is offset. The California Energy Commission's Solar Initiative has incentives available to home owners.

Assumptions:

- Applies to existing development only.
- Assumes that 25% of existing development will participate.
- Assumes that those developments participating will reduce emissions from electricity by 50%.
- Assumes reduction from electricity.

Reductions:

% of 2020 that is existing residential development	=	27.33%
% reduction applied	=	50.00%
% existing homes participating	=	25.00%

R2-E 5 New Commercial Energy Efficiency Requirements

This measure facilitates the implementation of energy efficient design for all new commercial buildings to be 20% beyond the current Title 24 Standards. This energy efficiency requirement is 10% greater than the minimum requirements of the LEED and ENERGY STAR programs. As energy efficiency standards increase the City may want to periodically re-evaluate their percentage beyond Title 24 goal to ensure it is still a feasibly achievable goal.

As described in R2-E1 above, the City would provide all developers with a list of potentially feasible GHG reduction measures that reflect the current state of the regulatory environment. Although not limited to these actions, this reduction goal can be achieved through the incorporation of the following:

- Install energy efficient appliances, including air conditioning and heating units, dishwashers, water heaters, etc.;
- Install solar water heaters;
- Install top quality windows and insulation;
- Install energy efficient lighting;
- Optimize conditions for natural heating, cooling and lighting by building siting and orientation.
- Use features that incorporate natural ventilation;
- Install light-colored "cool" pavements, and strategically located shade trees along all bicycle and pedestrian routes; and
- Incorporate skylights; reflective surfaces, and natural shading in buildings design and layouts.

Assumptions:

- Applies to new development only.
- Assumes new development to be 25% beyond current Title 24.

Reductions:

% new com/ind development that is commercial	=	32.79%
% reduction afforded	=	25.00%
Total % reduction	=	8.20%

R2-E 6 New Commercial/Industrial Renewable Energy Program

This measure would facilitate the voluntary incorporation of renewable (solar or other renewable) energy generation into the design and construction of new commercial, office, and industrial developments. Renewable energy generation shall be incorporated such that a minimum of 20% of the project's total energy needs are offset. In addition this measure would encourage all facilities be equipped with "solar ready" features where feasible, to facilitate future installation of solar energy systems. These features should include the proper solar orientation (south facing roof sloped at 20 to 55 degrees from the horizontal), clear access on south sloped roofs, electrical conduit installed for solar electric system wiring, plumbing installed for solar hot water systems, and space provided for a solar hot water tank.

As an alternative to, or in support of, providing onsite renewable energy, the project proponent can buy into an offset program that will allow for the purchase of renewable energy resources offsite. Purchased energy offsets (or a combination of incorporated renewables and purchased offsets)

must be equal 20% of the total projected energy consumption for the development. See R3-E3 for further details on the financing program.

Assumptions:

* Applies to new development only.
* Assumes that 25% of new development will participate.
* Assumes that those developments participating will reduce electrical use by 20%.

Reductions:

% of com/ind development from growth	=	32.79%
% reduction from program	=	20.00%
% of participation	=	25.00%
Total % reduction	=	1.64%

R2-E 7 Commercial/Industrial Energy Efficiency and Renewable Energy Retrofits

This measure encourages all commercial or industrial buildings undergoing major renovations to reduce their energy consumption by a minimum of 20%. As with the new development, a menu of options will be provided to assure flexibility in the implementation of this reduction measure. Although not limited to these actions, this reduction goal can be achieved through the incorporation of the following:

- Replace inefficient air conditioning and heating units with new energy efficient models;
- Replace older, inefficient appliances with new energy efficient models;
- Replace old windows and insulation with top-quality windows and insulation;
- Install solar water heaters;
- Replace inefficient and incandescent lighting with energy efficient lighting; and
- Weatherize the existing building to increase energy efficiency.

Assumptions:

* Applies to existing development only.
* Assumes that 25% of existing development will participate.
* Assumes that those developments participating will increase efficiency by 20%.
* Assumes reduction from electrical and natural gas.

Reductions:

% from existing com/ind development	=	37.59%
% reduction applied	=	20.00%
% of participation	=	25.00%
Total % reduction	=	1.88%

R2-E 8 Municipal Energy Efficiency Retrofit Projects

With the aid of the Energy Efficiency and Conservation Block Grant funds, the City has retrofitted the HVAC System in City Hall, replaced windows, and is retrofitting street sign lighting with energy efficient LED lights.

Assumptions:

* HVAC System is 30% more efficent
* Assumes 16% decreasse in energy due to window replacement
* LED lighting will use 50% less energy on street sign lights.

Reductions:

% LED reduction applied	=	50.00%
HVAC retrofitted	=	30.00%
% 2020 electricity use	=	4.44%
Total % reduction	=	0.67%

Area Source Reduction Measures

R1-A1 **SCAQMD Healthy Hearths Program**

No new wood burning devices in homes

25 Mandatory Curtailment days

Total Heating Days	105	(November-February)
% Reduction	0.171429	

R2-A1 **Electric Landscape Equipment Program:**

Assumes 30% participation by new development

Assumes 5% of existing landscape equipment is exchanged for electric equipment

%Participation from new Development:	0.3
% Participation from new Development:	0.05
Reduction Capacity	70%
% Reduction	0.245

Water Related Emission Reduction Measures

R1-W 1 Renewable Portfolio Standard (33% Renewables by 2020) Related to Water Supply and Conveyance

This measure would increase electricity production from eligible renewable power sources to 33 percent by 2020. A reduction in GHG emissions results from replacing natural gas-fired electricity production with zero GHG-emitting renewable sources of power. By 2020, this requirement will reduce emissions from electricity used for water supply and conveyance in California by approximately 21.3 $MMTCO_2e$, representing 15.2 percent of emissions from electricity generation (in-State and imports).

Assumptions:

* The percent reduction from California's emissions is equal to the City's emissions from electricity used for water supply and conveyance or 21%.
* Assumes applies to all residential, commercial, and industrial land uses.

Reductions:

% reduction afforded = 19.00%

R2-W 1 Water Use Reduction Initiative

This initiative would reduce emissions associated with electricity consumption for water treatment and reduction and therefore are included with the energy reductions. This measure encourages the City to adopt a per capita water use reduction goal in support of the Governors Executive Order S-14-08 which mandates the reduction of water use of 20 percent per capita. The City's adoption of a water use reduction goal would introduce requirements for new development and would provide cooperative support for water purveyors that are required to implement these reductions for existing developments. The City would also provide internal reduction measures such that City facilities will support this reduction requirement. The following represent potential programs that can be implemented to attain this reduction goal.

Water Conservation Program:

Under this program the excessive watering of landscaping, excessive fountain operation, watering during peak daylight hours, water of non-permeable surfaces, excessive water use for noncommercial washing, and water use resulting in flooding or runoff would be prohibited. In addition the program would encourage efficient water use for construction activities, the installation of low-flow toilets and showerheads for all new developments, use of drought-tolerant plants with efficient landscape watering systems for all new developments, recycling of water used for cooling systems, use of pool covers, and the posting of water conservation signage at all hotels.

Under the provisions, new developments are required to adhere to the following water conservation and efficiency measures:

- With the exception of ornamental shade trees, use water-efficient landscapes with native, drought resistant species in all public areas and commercial landscaping. Use water-efficient turf in parks and other turf-dependant spaces;
- Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars;
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;
- Design buildings and lots to be water efficient. Only install water-efficient fixtures and appliances;
- Restrict water methods (prohibit systems that apply water to non-vegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces;
- Provide education about water conservation and available programs and incentives; and
- Construct driveways to single family detached residences, multi-family residences and parking lots with pervious surfaces.

New Development Incentives:

Provide incentives for developers to comply with the California Green Building Standards Code as requirements for all new development. Under this Code new developments are required to reduce indoor potable water use by 20% beyond the Energy Policy Act of 1992 fixture performance requirements, and to reduce outdoor potable water use by 50% from a mid-summer baseline average consumption through irrigation efficiency, native plant selection, the use of recycled water and/or captured rainwater for example.

Water Meter Program:

Encourage water providers to install water meters for all residential units in the City. This would provide for a better accounting of City water usage and provide potential costing per usage to help offset costs of the implementation of water conservation programs.

Water Efficiency Pricing Program

Under this program, the City would encourage water suppliers to adopt a water conservation pricing schedule (i.e. tiered rate) to encourage efficient water use. Notices could be provided in each billing showing water use budgets and the relationship between the budget and the actual usage.

Water Efficiency Retrofit Program:

This program would encourage upgrades in water efficiency for renovations or additions of residential, commercial, office, and industrial properties equivalent to that of new developments. The City would work with local water purveyors to achieve consistent standards, and to develop, approve, and review procedures for implementation.

Water Efficiency Training and Education:

Under this measure the City, in coordination with local water purveyors would implement a public information and education program that promotes water conservation. The program could include certification programs for irrigation designers, installers, and managers, as well as classes to promote the use of drought tolerant, native species and xeriscaping.

Increased Recycled Water Use:

Promote the use of municipal wastewater and graywater for agricultural, industrial and irrigation purposes. This measure would be subject to approval of the State Health Department and compliance with Title 22 provisions. This measure would facilitate the following:

- Inventory of non-potable water uses that could be substituted with recycled or graywater;
- Determination of the feasibility of producing and distributing recycled water for groundwater replenishment;
- Determine the associated energy/GHG tradeoffs for treatment/use vs. out of basin water supply usage; and
- Cooperation and coordination with responsible agencies to encourage the use of recycled water where energy tradeoffs are favorable.

Assumptions:

- Applies to all land uses (existing and new development)
- Assumes emission reduction of 20%.
- Assumes reduction to electricity used to treat and convey water and wastewater.
- Assumes that approximately 14% of the electricity usage is used to pump water from wells.

Reductions:

% reduction applied to water usage directly	=	20.00%
% of electricity from water pumps	=	14.00%
% reduction applied to electricity:	=	2.80%

Solid Waste Reduction Measures

R1-S 1 State Waste Measures

In the AB 32 Scoping Plan, the State is requiring landfills to initate landfill offgassing control and increase efficency of methane capture systems. Another measure requiring high recycling (75% diversion of solid waste) is accounted for in R2-S1 because the City will need to administer compliance with that measure.

Assumptions:

* Applies to existing and future development.
* Assumes existing methane capture systems
* Assumes increase efficency of 90% fugative methane capture rate
* Does not apply to construction activities

Reductions:

% reduction applied	=	45.00%
% not from construction activities	=	87.00%
% reduction applied	=	39.15%

R2-S 1 City Diversion Program

This measure would implement within the City a County wide waste diversion plan to further the goal of diverting 75% of all waste from landfills by 2020. The following is a potential list of waste reduction measures that will further strengthen existing waste reduction/diversion programs.

- Provide outreach and education programs for residential, commercial, and industrial land uses in order to further promote existing diversion programs;
- Increase disposal fees and/or reduce residential pick-up frequency;
- Encourage businesses to adopt a voluntary procurement standard and prioritize those products that have less packaging, are reusable, recyclable, or compostable;
- Support State level policies that provide incentives for efficient and reduced packaging waste for commercial products;
- Expand list of recyclable materials;
- Work with Recology to develop and provide waste audits;
- Make recycling and composting opportunities mandatory at all public events;
- Establish an appliance end-of-life requirement;
- For new developments, require the use of recycled-content materials, or recycled materials;

- Require a minimum of 15% of materials used in construction be sourced locally, as feasible; and
- Encourage the use of recycled building materials and cement substitutes for new developments.

Assumptions:

- Applies to existing and future development.
- Assumes an existing diversion rate of 58%
- Assumes 2020 goal of 75% diversion rate.
- Does not apply to construction activities

Reductions:

% reduction applied	=	29.31%
% not from construction activities	=	87.00%
% reduction applied	=	25.50%

APPENDIX E

Noise Contour Calculations

Appendices

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Project Name: La Habra TBR

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: X
Community Noise Descriptor: L_{dn}: _____ CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition				Design		Vehicle Mix		Distance from Centerline of Roadway				
		Median	ADT	Speed	Alpha	Medium	Heavy	CNEL at	Distance to Contour			
Roadway, Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	100 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL
Beach Boulevard												
La Habra Blvd and Lambert Rd	6	15	35,100	40	0.5	1.8%	0.7%	65.9	-	116	249	536
Imperial Hwy and South City Limits	6	15	44,700	40	0.5	1.8%	0.7%	67.0	-	136	292	630
Cypress Street												
La Habra Blvd and Lambert Rd	2	0	4,300	35	0.5	1.8%	0.7%	55.0	-	-	46	100
Euclid Street												
La Habra Blvd and Lambert Rd	4	0	13,700	35	0.5	1.8%	0.7%	60.1	-	47	102	220
Imperial Hwy and South City Limits	4	10	16,400	35	0.5	1.8%	0.7%	61.0	-	54	116	250
Hacienda Boulevard												
North City Limits and Whittier Blvd	4	0	19,300	35	0.5	1.8%	0.7%	61.6	-	59	128	276
Harbor Boulevard												
North City Limits and Whittier Blvd	4	15	30,600	40	0.5	1.8%	0.7%	65.1	-	101	218	469
La Habra Blvd and Lambert Rd	6	10	29,500	35	0.5	1.8%	0.7%	63.8	-	83	178	385
Imperial Hwy and South City Limits	4	15	32,300	35	0.5	1.8%	0.7%	64.0	-	85	184	396
Idaho Street												
La Habra Blvd and Lambert Rd	4	10	14,000	35	0.5	1.8%	0.7%	60.3	-	-	105	225
Imperial Hwy and South City Limits	4	10	15,500	35	0.5	1.8%	0.7%	60.7	-	52	112	241
Imperial Hwy												
Beach Blvd to Idaho St	5	15	42,900	40	0.5	1.8%	0.7%	66.7	60	129	278	599
Cypress St to Harbor Blvd	6	10	37,400	40	0.5	1.8%	0.7%	66.1	-	119	257	554
La Habra Boulevard												
Beach Blvd to Idaho St	4	15	21,000	35	0.5	1.8%	0.7%	62.1	-	64	138	297
Cypress St to Harbor Blvd	0	0	23,100	35	0.5	1.8%	0.7%	62.3	31	66	142	307
Lambert Road												
Beach Blvd to Idaho St	4	15	29,100	40	0.5	1.8%	0.7%	64.9	-	98	211	454
Cypress St to Harbor Blvd	4	10	32,700	40	0.5	1.8%	0.7%	65.3	-	105	226	487
Monte Vista Street												
La Habra Blvd and Lambert Rd	2	0	2,400	35	0.5	1.8%	0.7%	52.5	-	-	-	68
Palm Street												
Whittier Blvd and La Habra Blvd	2	0	6,300	35	0.5	1.8%	0.7%	56.7	-	-	60	129
Valley Home Avenue												
Whittier Blvd and La Habra Blvd	2	0	3,700	35	0.5	1.8%	0.7%	54.3	-	-	42	90
Walnut Street												
La Habra Blvd and Lambert Rd	2	0	5,600	35	0.5	1.8%	0.7%	56.1	-	-	55	119
Whittier Boulevard												
Hacienda Blvd to Idaho St	4	10	35,900	40	0.5	1.8%	0.7%	65.7	52	112	241	519
Cypress St to Harbor Blvd	4	10	30,700	35	0.5	1.8%	0.7%	63.7	-	82	176	380

TRAFFIC NOISE LEVELS AND NOISE CONTOURS - FUTURE CONDITIONS

Project Number:
Project Name: La Habra

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: X
Community Noise Descriptor: L_{dn}: CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition				Design		Vehicle Mix		Distance from Centerline of Roadway				
		Median	ADT	Speed	Alpha	Medium	Heavy	CNEL at	Distance to Contour			
Roadway, Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	100 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL
Beach Boulevard												
La Habra Blvd and Lambert Rd	6	15	41,800	40	0.5	1.8%	0.7%	66.7	-	130	280	602
Imperial Hwy and South City Limits	6	15	51,100	40	0.5	1.8%	0.7%	67.6	69	148	320	689
Cypress Street												
La Habra Blvd and Lambert Rd	2	0	5,600	35	0.5	1.8%	0.7%	56.1	-	-	55	119
Euclid Street												
La Habra Blvd and Lambert Rd	4	0	16,700	35	0.5	1.8%	0.7%	61.0	-	54	116	251
Imperial Hwy and South City Limits	4	10	18,800	35	0.5	1.8%	0.7%	61.6	-	59	127	274
Hacienda Boulevard												
North City Limits and Whittier Blvd	4	0	22,500	35	0.5	1.8%	0.7%	62.3	-	66	142	306
Harbor Boulevard												
North City Limits and Whittier Blvd	4	15	37,300	40	0.5	1.8%	0.7%	65.9	54	115	248	535
La Habra Blvd and Lambert Rd	6	10	36,000	35	0.5	1.8%	0.7%	64.6	-	95	204	439
Imperial Hwy and South City Limits	4	15	44,200	35	0.5	1.8%	0.7%	65.3	-	105	226	488
Idaho Street												
La Habra Blvd and Lambert Rd	4	10	19,600	35	0.5	1.8%	0.7%	61.7	-	61	131	282
Imperial Hwy and South City Limits	4	10	23,100	35	0.5	1.8%	0.7%	62.5	-	68	146	314
Imperial Hwy												
Beach Blvd to Idaho St	5	15	59,700	40	0.5	1.8%	0.7%	68.1	75	161	346	746
Cypress St to Harbor Blvd	6	10	50,300	40	0.5	1.8%	0.7%	67.4	67	145	313	675
La Habra Boulevard												
Beach Blvd to Idaho St	4	15	24,700	35	0.5	1.8%	0.7%	62.8	-	71	154	331
Cypress St to Harbor Blvd	0	0	26,100	35	0.5	1.8%	0.7%	62.8	33	72	154	333
Lambert Road												
Beach Blvd to Idaho St	4	15	35,200	40	0.5	1.8%	0.7%	65.7	52	111	239	515
Cypress St to Harbor Blvd	4	10	36,200	40	0.5	1.8%	0.7%	65.8	52	112	242	521
Monte Vista Street												
La Habra Blvd and Lambert Rd	2	0	2,500	35	0.5	1.8%	0.7%	52.6	-	-	32	70
Palm Street												
Whittier Blvd and La Habra Blvd	2	0	6,600	35	0.5	1.8%	0.7%	56.9	-	-	62	133
Valley Home Avenue												
Whittier Blvd and La Habra Blvd	2	0	3,800	35	0.5	1.8%	0.7%	54.5	-	-	43	92
Walnut Street												
La Habra Blvd and Lambert Rd	2	0	5,900	35	0.5	1.8%	0.7%	56.4	-	-	57	123
Whittier Boulevard												
Hacienda Blvd to Idaho St	4	10	37,300	40	0.5	1.8%	0.7%	65.9	53	115	247	532
Cypress St to Harbor Blvd	4	10	34,800	35	0.5	1.8%	0.7%	64.2	-	89	192	413

APPENDIX F

Historic Context and Survey Report

Appendices

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Historic Context & Survey Report
City of La Habra

Prepared for:

City of La Habra
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La Habra, CA 90633

Prepared by:
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July 2012

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Acknowledgments

We would like to extend special acknowledgment to Esther Cramer, deceased, for her work on the history of La Habra. Her valuable research and knowledge of the history of the city was instrumental in the preparation of this report's historic context and the evaluation of properties in the City of La Habra.

Introduction

Background

The City of La Habra's development was established as an agricultural economy, beginning in the 1860s with sheep and cattle ranching. The cultivation of dry crops, such as barley, followed. After the turn of the twentieth century, when a more reliable source of water and irrigation was brought into the area, La Habra became focused on the cultivation of citrus and avocados. The 1920s saw a rapid increase in the development of the area. What had been primarily agricultural land was subdivided for single-family houses; the pace of development of the commercial area of La Habra also increased. The character of the city shifted from a scattering of smaller agricultural farms to one focused on agriculture on a larger scale, accompanied by modest single-family residences devoted to worker's housing. The City has an interest in identifying, preserving, and protecting its significant properties as a planning tool. This survey will help inform the City of La Habra General Plan.

Previous Surveys and Designations

A previous survey of the City of La Habra's historic resources was conducted in 2007. The study was conducted by Cynthia Ward, a consultant architectural historian from Anaheim, California. The study focused on the historic core of La Habra, adjacent to the civic center. The area of focus was bounded by Monte Vista Street on the west, Whittier Boulevard on the north, Harbor Boulevard on the east, and La Habra Boulevard on the south. A few properties outside this area were surveyed, but they were more scattered in their locations. The area of focus was informed by the 1933 Sanborn Fire Insurance Map, which illustrates which areas had significant development by that date. The survey was a focused study of single-family residences constructed prior to 1940. The study inventoried a total of one hundred and ten (110) properties within the survey area, comprised largely of single-family residences. Ward utilized a tiered system of significance which was comprised of three categories: landmark properties, key properties, and contributor properties. Six (6) properties were determined to be landmark properties, twenty (20) to be key properties, and eighty-four (84) to be contributor properties. The survey was intended to be the first phase of a study of the city's historic resources and occurred within a limited scope area. Properties included in the La Habra Boulevard Specific Plan were not included in the scope of the survey, as the land use objectives of the specific plan include the phasing out of residential properties in commercial zones. A map of properties included in this survey can be found in Appendix A.

Description of the Historic Context and Survey Report

This survey covers all properties located within the City of La Habra. However, not all properties, structures and objects were documented or recorded as part of this effort. An initial reconnaissance level survey was conducted to determine the number of resources dating from before 1950. Following the reconnaissance survey, in which properties constructed before 1950 and with a moderate to high level of integrity were photographed, the properties were reviewed further for potential significance and levels of integrity. Properties were identified as being good examples of their respective type; the context period (taken from the historic context statement, below) represented by the property was also determined. During review of the properties, properties located within a concentrated area were also flagged as being located in a potential historic district.

Properties were evaluated utilizing the California Register of Historical Resources criteria (for criteria see page 39). Those properties which were most significant and displayed a high level of integrity were identified as being eligible for the California Register and were recorded on State of California Department of Parks and Recreation 523 inventory forms (DPR 523 A forms). Properties that are historically significant at the state or local level are identified and they have been assigned a State of California Historic Resource Status Code.

This survey also reevaluated those properties that had been previously evaluated as part of the Phase I survey and updated information, as appropriate.

Once the draft survey is finalized, the information will be used by the Community Development Department staff to help inform decisions related to the California Environmental Quality Act (CEQA), zoning, and to determine which properties are potentially eligible for the Mills Act. Once completed, the Community Development staff will work with the Planning Commission, City Council, and the public to identify methods to integrate the survey findings into the overall planning process.

Survey and Historic Context Methodology

This survey report and historic context for the City of La Habra was prepared by Galvin Preservation Associates Inc. (GPA) with the assistance of city planning staff and volunteer members of the La Habra Old Settlers Historical Society. The GPA project team consisted of professionals that meet the *Secretary of Interior's Professional Qualifications for History and Architectural History*.

The survey and development of the historic context were conducted from August to November 2011. The final report was completed in May 2012. The historic context and the historical resource survey were developed in accordance with the *Secretary of Interior's Standards and Guidelines* for Historic Preservation and National Register Bulletin 24, *Guidelines for Local Survey: A Basis for Preservation Planning*. The project was conducted in three phases: 1) initial meetings with City staff and historic research, 2) development of a draft historic context statement and reconnaissance survey of properties pre-dating 1950, and 3) preparation of DPR 523 A forms and the final report.

Initial Meetings and Historic Research

The first phase of work included the initial reconnaissance survey. Survey efforts were focused on patterns of historical development in the city and the likely location of resources pre-dating 1950, as well as information on significant properties obtained from the Old Settlers Historical Society. This phase also included conducting initial research on the city for the development of the draft historic context. The research was used for the identification of historical development patterns, potentially significant historical events, potentially significant properties, and important individuals in the city's history. This information helped inform the process of identifying potentially historically significant properties.

The steps undertaken as part of this phase included the following:

1.1. Meeting with the City staff. The project team met with the City staff to identify the specific needs of the survey and to gather information on the previous study. The project manager clarified the goals for the City and reviewed the project scope and schedule. The project team identified methods to involve the Old Settlers Historical Society.

1.2. Review of the project area. The project team collected historic maps, historic photographs, the previous survey results, and reference books to better understand how the City of La Habra developed over time. Historic maps were used to identify development patterns. General reference material and historic newspaper articles from both the *Los Angeles Times* and *La Habra Star* were used to identify context periods and themes to evaluate property types.

1.3. Initial site visit and orientation. The project team drove around portions of the City with City staff to gain an understanding of types of resources present and to identify

development patterns as well as research themes. The initial site visit was used to orient the project team to major streets and building stock. The team took notes on the locations of potential historic properties that were utilized to supplement information provided by the City.

1.4. Assembling archival historical data. Research was reviewed and compiled to identify significant historic events and periods, developments patterns, and significant persons and properties in the City of La Habra. Research included consultation with the Old Settlers Historical Society, who provided research assistance for the development of the historic context. Research assistants reviewed materials held at the La Habra Historical Museum Archives, including historic newspapers, maps, and photographs. Research was also conducted the Los Angeles Public Library Central Branch (ProQuest Historical *Los Angeles Times*). Esther Cramer's book *La Habra: The Pass Through the Hills* was also referenced in the research process. This information was used as a foundation for developing and writing the historic context.

Field Survey and Development of Draft Historic Context

The second phase of the project included conducting the field survey and developing a draft historic context. Using the information prepared in the first phase of the project, the project team looked at the properties and historical data collectively and at a more detailed level. The second phase consisted of the following:

2.1. Preparation of a draft historic context. Research conducted in the previous phase of the project was used to develop the draft historic context. The context included information on the chronological development of the study area as well as important events, properties, industries, and personages associated with the area's development from the Native American period until 1950, focusing on the events between 1893 and 1950. The context was used to identify potentially significant properties to be inventoried as part of the survey.

2.2. Triage of properties to be inventoried. The City provided the project team with a GIS map and list of 2,854 properties located in the City (as provided by the Assessor's Records). Research identified patterns of development, which helped to inform the field survey. Survey efforts were focused on the central core of the City, which was identified as the area in which the majority of development historically occurred. The project team then drove and walked the study area and photographed each property which pre-dated 1950.

2.3. Identification of properties to be inventoried on DPR 523 A forms. From the list of 2,854 properties, the project team triaged those properties that best represented the identified contextual themes for the City and selected twenty-seven (27) properties to be inventoried on State of California DPRA (Primary Record) forms. The selected properties included those properties that were the oldest and most intact and those that were the best

representative examples of each context. The DPR 523 A form is the standard State of California Department of Parks and Recreation Primary Record for inventorying properties. The project team noted the architectural typology, year built, condition, and integrity of each building and identified the current owner information and basic property data on the DPR 523 A forms.

2.4. Mapping potential district areas. The City of La Habra was interested in determining whether or not an historic district (or districts) might exist within the City. Therefore, the project team prepared a series of maps to better understand the building typologies by date, style, and location. These preliminary maps of extant potential resources were presented to city staff to determine if any historic districts might exist. Although there are a few older buildings scattered throughout the central part of the city,, it was determined that historic properties were not located in a concentrated enough area to warrant the delineation of an historic district.

2.5. Meeting with City Staff and Community Development Director to review the preliminary findings. Once the draft historic context had been prepared and the reconnaissance survey completed, the project team met with City Staff to review the preliminary findings and to get guidance from City Staff on the threshold level they wished to employ in determining historic significance.

Post Survey Data Entry and Preparation of Reports

The last phase of the project included assembling the survey information for peer review, finalizing the DPR 523 A forms, reviewing and editing the draft historic context, identifying possible future research and/or information gaps, providing a discussion of the results of the survey and providing suggestions as to how the findings could be incorporated into the local planning process. This phase also includes inserting and completing sources/notes, maps, and formatting the citations for the historic context and survey report. Following is the method for completing the third phase of the project:

3.1. Peer reviewing/editing draft historic context. The draft historic context was reviewed by City staff as well as members of the Old Settlers Society. Comments from City staff and Old Settlers Society members were received and incorporated into the historic context. Excerpts of the historic context were made available to the public in the City's newspaper. The City solicited comment on the draft historic context for consideration by the City Council.

3.2. Presentation of findings. Once properties had been triaged and reviewed by City Staff, GPA presented its preliminary findings to the La Habra City Council. The Council reviewed the historic context prior to the presentation, and concurred with the findings of the survey. The Council requested that public meetings be held for those property owners potentially eligible for the Mills Act Property Tax Abatement Program, to inform them of the program, including its benefits and requirements.

3.3. Peer review/editing of the DPR 523 A forms. The DPR forms were peer reviewed for content and accuracy.

3.4. Assigning status codes to all potentially significant properties within the project study area. Based on integrity and known information on the properties, each property was given one of several State Status codes. The status code identifies the potential disposition of each property inventoried and surveyed (e.g. eligible for the National Register, California Register, or of potential local significance) (see page 44 for a complete description of each status code).

3.5. Preparation of the final report. Once all of the inventory forms and the historic context were completed, the report was reviewed by the principal architectural historian. Comments were incorporated and the final report prepared.

City of La Habra Historic Context Statement

Introduction: Historic Themes

An *historic context* is a broad pattern of historical development in a community or its region, which may be represented by historic resources. Historic contexts are developed on the basis of background data on the community's history and on data from the surrounding area. However, the historic context is *not* a comprehensive overview of the history of the city, but rather a basic framework used for the identification of significant historical themes to identify potential historic properties that represent those themes.

With the basic themes and periods of development defined, GPA identified property types and styles that represented each theme and the character-defining features of those property types that convey the significance of La Habra's historical development. As historic contexts are unique to each community, the following context identifies those themes and trends that are specific to the City. The following historical themes and contexts are specific to development of the City of La Habra:

1. The Native American Period, until 1833
2. The Mission Period, 1771 – 1833
3. The Rancho Period, 1839 – 1893
4. Early Agricultural Development, 1893 – 1920
5. The Oil Industry, the First Land Boom, and City Incorporation, 1906 – 1925
6. The Great Depression and World War II, 1929 – 1945
7. The Beginning of the Postwar Boom, 1945 – 1950

Introduction: Identified Resource Types

The City of La Habra possesses a variety of property types and styles, including examples of residential and commercial resources from the four latter periods of La Habra's history. Resources include: 1) single-family residences, 2) commercial properties, 3) ranch properties associated with La Habra's early agricultural development; 4) social institutional properties such as churches and schools, 5) properties associated with the development of the railroad, and 6) a few multi-family residential properties including bungalow courts and apartment buildings from the 1920s through the 1940s. The early ranching properties at one time were surrounded by fields and orchards, but those have since been developed into large housing tracts and in most cases only the primary residence remains. The largest collection of buildings in the city was constructed after 1950, but they were not surveyed as a part of this project. The majority of the surveyed properties were constructed between 1915 and 1930. They include modest single-family residences constructed in the Craftsman and Spanish Colonial Revival styles of architecture from the period of La Habra's land boom (1910s to 1920s).

Historic Context

Introduction: The Study Area

The City of La Habra currently has a population of approximately 60,239 residents.[1] The area's development began with agricultural fields and farms and was inhabited by what became some of the town's most prominent citizens. With the coming of the railroad and state highway, as well as the development of the citrus industry and discovery of oil, La Habra experienced its first development boom. Land was subdivided to make room for single-family housing for workers in the citrus, walnut, and avocado industries as well as others moving into the area. New schools were built as well to accommodate for the increasing population.

The thoroughfares in the city are (from north to south): Whittier Boulevard, La Habra Boulevard, Lambert Road (formerly Ocean Avenue), and Imperial Highway (State Route 90). La Habra Boulevard (formerly known as Central Avenue) and Whittier Boulevard (formerly Whittier Road) were the primary commercial corridors historically. Major thoroughfares (from east to west) are: Harbor Boulevard (formerly the state highway), Euclid Street (formerly Hiatt Street), Idaho Street, and Beach Boulevard.

The city's development centered around what is now the central core of the city, bounded roughly by Whittier Boulevard to the north, Harbor Boulevard to the east, Lambert Road to the south, and Idaho Street to the west. Development, especially of larger ranches, occurred north of this area, but the greatest amount of development occurred in this area in the 1910s and 1920s during the city's first land boom. Modest single-family residences belonging to the city's middle class were constructed north of La Habra Boulevard, while housing for workers in the citrus industry was constructed south of La Habra Boulevard. Larger residences belonging to ranches tended to be constructed north of Whittier Boulevard. They would have been surrounded by citrus or avocado groves; this land was subsequently subdivided and developed in the post-World War II era, when the majority of the city's housing stock was constructed. The city expanded, and land once devoted to agriculture was developed with housing tracts as the city experienced a second land boom after the war. Single-family residences post-dating 1945 make up the majority of the residential properties in the city. The city possesses a variety of property types from the different periods in its history. They illustrate the city's development over the course of the twentieth century and how the city has grown and evolved over time.

Development History and Associated Property Types

The Native American Period, until 1833

The Native Americans that occupied what is today Orange County were Gabrielinos, Luisenos, and Juanenos, distinctions given by the Spanish during the Mission Period and not ones that necessarily existed prior to the founding of the missions. These groups were named after the mission in whose vicinity they were located. Gabrielinos occupied what is today much of Los

[1] Population data obtained from the 2010 Census, conducted by the United State Census Bureau.

Angeles and Orange Counties, in an area spanning from the coast west to roughly the modern county border. They organized themselves into small villages (later named *rancherias* by the Spanish) that were based on family groups with several family lineages in one village, which then in turn sometimes formed regional alliances under one chief. Villages were constructed around a religious structure in the center that was oval in shape and enclosed by a fence. Surrounding this enclosure were homes built of "poles set into the ground in a circle, then bent and fastened at the top. They were either dome shaped or conical [...with a framework] covered with reeds or other plants used as thatch or woven as mats."[2] They were typically 20 to 30 feet in diameter, with some, such as the chief's house, being larger. There were a number of villages located within the vicinity of La Habra and nearby Yorba Linda.[3]

Associated Property Types:

There are no extant built resources from the Native American period, though there are numerous archeological sites across Orange County and in the vicinity of La Habra. There may have been a Gabrielino camp site located at the corner of Beach Boulevard and Imperial Highway, but no built resources from the camp site remain.[4]

The Mission Period, 1771 – 1833

A Spanish expedition led by Gaspar de Portola, seeking to find the Bay of Monterey, passed through the La Habra Valley in July 1769 on their way north from San Diego. They traveled through the area on a route that was located near what is today Fullerton Road, crossing the Puente Hills into the San Gabriel Valley.[5]

The City of La Habra is located on what was once land belonging to the San Gabriel Arcangel Mission. The mission was founded on September 8, 1771 by Fathers Pedrio Benito Cambon and Josef Angel Fernandez de la Somera near the southern end of the San Gabriel Valley.[6]

The San Gabriel Mission was the fourth of the missions founded in the California mission system. Its lands included much of what is now Orange County north of Aliso Creek and much of present-day Los Angeles County. It was located approximately 18 miles northeast of Los Angeles on the El Camino Real.[7]

The El Camino Real, which translates into the Royal Road or the King's Highway, was created by Spanish missionaries as the most direct route between the missions, presidios, and pueblos

[2] Esther Cramer, ed., *A Hundred Years of Yesterdays: A Centennial History of the People of Orange County and Their Communities* (Santa Ana, CA: Orange County Centennial, Inc., 1988), 15.
[3] Gabrielino-Tongva Tribe, "Villages," http://tongvapeople.com/villages.html (accessed September 6, 2011).
[4] La Habra Old Settlers Historical Society Historical Building and Site Inventory.
[5] Cramer, *Yesterdays*, 20.
[6] Francis J. Weber, ed., *The Pride of the Missions: A Documentary History of San Gabriel Mission* (Hong Kong: Libra Press, no publication date), 15.
[7] Cramer, *Yesterdays*, 21.

they founded.[8] The area that became the City of La Habra was located along this important, nearly five hundred-mile-long corridor. The Secularization Act in 1833 disbanded the missions, and the lands passed into public domain.

Associated Property Types:

There appears to have been little if any development during the period in the vicinity of what became the City of La Habra. There are no known extant resources from the Mission Period remaining.

The Rancho Period, 1839 – 1893

Rancho Cañada de la Habra

Following the secularization of mission lands, the Mexican government began granting ranchos to those willing to occupy and develop the land. Mariano Reyes Roldán, the former auxiliary *alcalde*, or municipal officer, of Los Angeles was granted Rancho Cañada de La Habra on October 22, 1839.

Roldán and his wife built an adobe residence on their land, which functioned as a country home and which no longer remains. The Roldáns did not remain on the rancho for long, however. They sold the rancho to Juan B. Leandry, owner of the neighboring Rancho Los Coyotes, in 1841. After Leandry's death two years later, Rancho Cañada de La Habra reverted to his wife and mother, whose latter portion was sold to Andrés Pico, brother of Governor Pío Pico and commander of California soldiers during the Mexican American war. [9]

In the years following the discovery of gold in California, Americans migrated to the area in increasing numbers. Legislation was passed requiring those holding land in California to provide proof of ownership, resulting in numerous court cases. Land Case 401, which concerned the ownership of Rancho Cañada de La Habra, was brought before the United States District Court in 1852.[10] Though the Rancho La Habra claim was upheld in court, the cost of the court case forced the owners to sell Rancho La Habra to Abel Stearns, a native of Massachusetts, who came to California in 1829. By 1868, Stearns owned most of the land on the west side of the Santa Ana River with the exception of Rancho Los Alamitos.[11]

[8] D.A. Hufford, *El Camino Real: The Original Highway Connecting the Twenty-One Missions from South to North,* introduction (Los Angeles: D.A. Hufford and Company, 1901).
[9] Friis, 24.
[10] Cramer, *La Habra*, 19.
[11] Friis, 65.

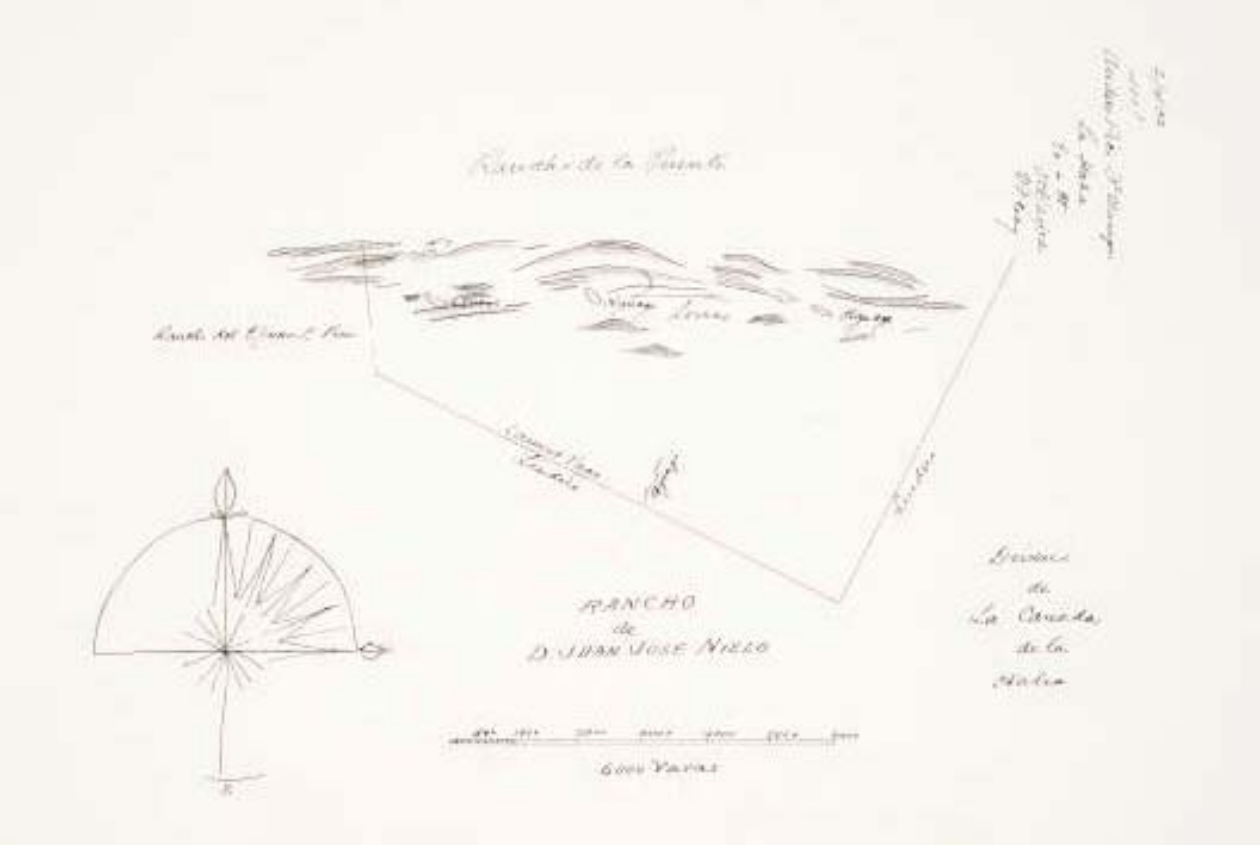

Figure 1*: Drawn map of ranch holdings in the vicinity of La Habra, 1839. Rancho La Habra is indicated in the bottom right corner of the map. Courtesy of the Department of Special Collections, University of California Los Angeles, Charles E. Young Research Library.*

The Stearns Ranchos Company

Despite Stearns vast land holdings, bad weather followed by flooding and drought in 1861 forced him to sell or mortgage much of his land. Stearns and business associate, Alfred Robinson, brought together a group of investors to form the Los Angeles and San Bernardino Land Company. The company would oversee the subdivision of Stearns' land in what are now Los Angeles, Orange, San Bernardino, and Riverside Counties. The company attempted to develop cities on the land, but this endeavor proved to be a failure. More popular was the purchasing of land for farming and cultivation. The land in the vicinity of what is now La Habra was not sold immediately, but instead was leased to Basque sheep ranchers.

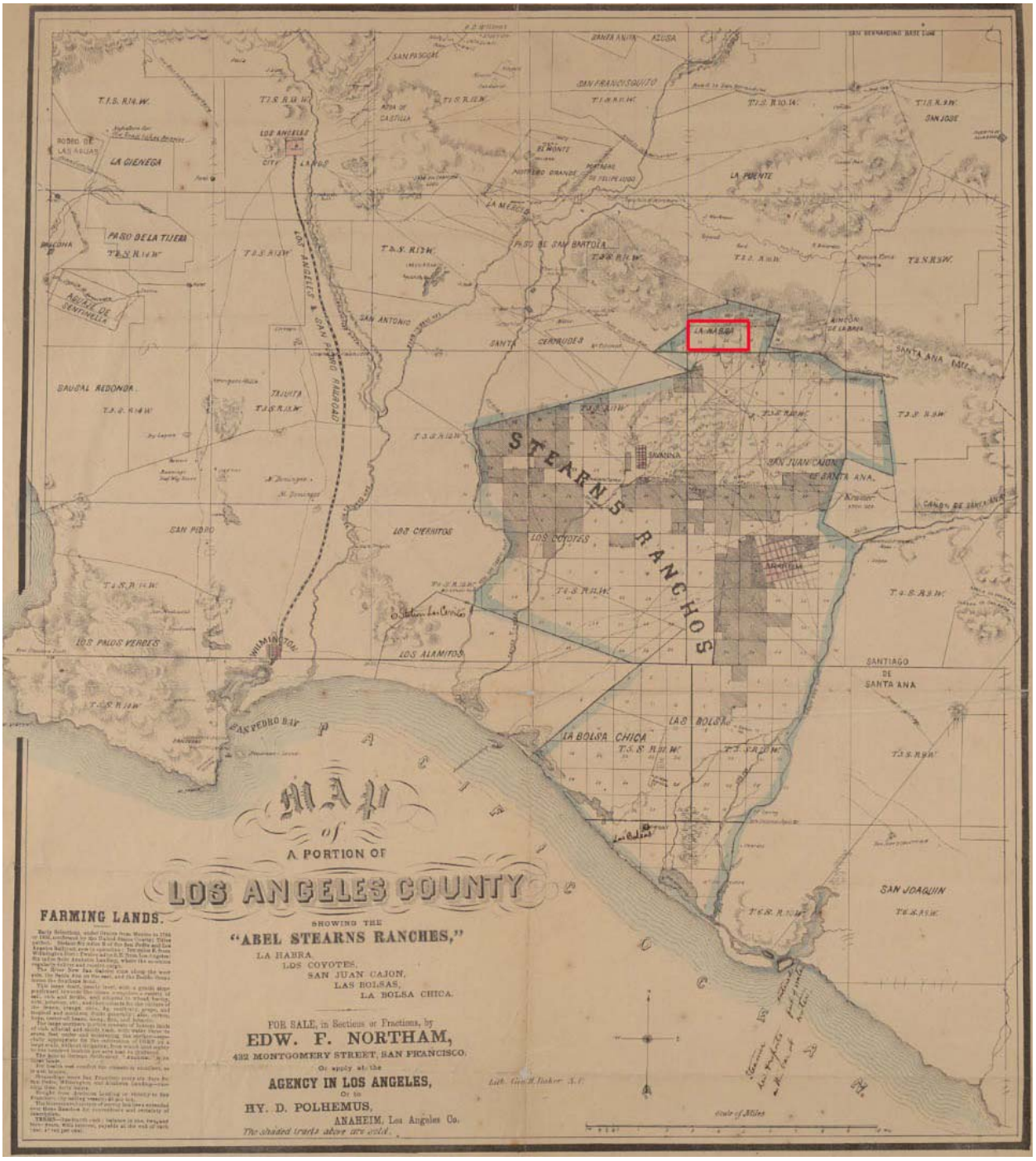

***Figure 2**: Map of Abel Stearns land holdings; La Habra is outlined in red. Map courtesy of Bancroft Library, University of California, Berkeley.*

Basque Sheep Ranching

Domingo Bastanchury was one of the first ranchers to whom Abel Stearns leased a portion of his land in the La Habra Valley. The Bastanchury ranch would become one of the most successful sheep ranches in the area with anywhere from 10,000 to 20,000 head of sheep.

Jose Sansinena, who began work on the Bastanchury ranch, purchased land from the Stearns Rancho Company for his own sheep ranch in 1889. The Bastanchury ranch stood on what is now La Habra Heights; the Sansinena ranch was located on what is now the northern portion of the City of La Habra, north of Whittier Boulevard from Idaho Street to La Mirada Creek. Throughout the 1880s, sheep ranching was the primary land use in the La Habra Valley and surrounding hills. Much of the land remained owned by the Stearns Ranchos Company until the 1890s, when it began to be sold for cultivation.

In 1877, Elijah W. Worsham purchased one square mile of land from the Stearns Ranchos Company in the southwestern portion of the valley for a sheep ranch. In 1881, the property was obtained by William H. Toler, for cultivating crops. Sale and cultivation of the remaining land in the area did not begin until the next decade.

Associated Property Types:

There are no known extant resources from the Rancho Period remaining in La Habra.

Early Agricultural Development, 1893 – 1920

Early Development Attempts

Barley was one of the first crops to be planted in the La Habra Valley. The crop was cultivated by Sansinena, Toler, and farmers leasing land from the Stearns Rancho Company in the 1880s. By the 1890s, barley cultivation had spread throughout the valley. The land was found to be uncommonly fertile for barley production because it could hold moisture for long periods of time within minimal irrigation.[12] Rancho La Habra was subdivided in 1893 and extensive amounts of the land were offered for sale for the first time. Soon the area was attracting increasing numbers of people from all over the country with the desire to purchase and cultivate the land. Access to La Habra was available by railroad and the stations at Whittier and Fullerton. The families that moved into the area established farms and constructed homes with accompanying ancillary buildings, such as water tanks and barns. The homes were surrounded by cultivated land. Figure 3, which shows the home of the Bush family of La Habra, shows the type of home that was typically constructed during this period.

One of the largest purchases was made by Willets J. Hole, who bought 100 acres of land and planted oranges, lemons, and walnuts. He brought water to his land through a mile-long pipeline from Coyote Creek. His goal was to provide an example of how productive the land in the valley

[12] La Habra did not receive adequate irrigation for crops until 1903. Until then, dry crops dominated the land in the area.

could become if provided with proper irrigation. He constructed a model ranch beginning in 1895, which included a barn, brick factory, kiln, and residence. He named the model farm Rancho de La Habra. The imposing, two-story home he had built near today's Citrus Drive was described as one of the most distinctive residences in Southern California and became a noted landmark in the vicinity.

***Figure 3**: Henry Bush residence, constructed in 1896. Bush purchased 40 acres of land in the vicinity of what is now the northeast corner of Beach Boulevard and La Habra Boulevard. He grew apricots, almonds, and peaches. Photo courtesy of the Old Settlers Historical Society photograph collection.*

Figure 4*: Residence of Willets J. Hole at Rancho de la Habra, where he established a model ranch, hoping to attract others to the area. Photo courtesy of the Old Settlers Historical Society photograph collection.*

Hole, who became known as one of the fathers of La Habra, was determined to create a prosperous town in the area. He supervised the construction of the first school in La Habra in 1896. It was a two-room structure located where Washington Middle School is now on La Habra Boulevard. Hole encouraged the establishment of businesses, and the first store and post office were built by 1896 by Zachary and Maggie Coy. Hole and his wife were instrumental in establishing the La Habra Methodist Episcopal Church and the La Habra Women's Club.[13]

Hole was appointed as a resident agent for the Stearns Ranchos Company in 1897. He began purchasing the remaining land in the area and selling it to settlers and farmers as land values in the area increased. Corn, pumpkins, sugar beets, fruit trees, and barley were planted by settlers entering the valley in the mid- to late 1890s.[14]

Another early development attempt was known as the English Colony. The colony was formed by Arthur and Bernard Graves, who settled first in Whittier and then attempted to create a development in La Habra in 1894. They purchased land from the Stearns Ranchos Company near the base of the Puente Hills and intended to sell the land to fellow Englishman, who would

[13] Cramer, *La Habra*, 40 – 41.
[14] Cramer, *La Habra*, 48.

devote the land to agriculture—namely fruit trees—and sell the fruit to local canneries or be dried and shipped back to England. The colony was advertised in the Whittier *Register* as well as abroad. When advertisement of the colony failed to result in interest, Arthur Graves traveled back to England, hoping to stir up interest and bring others back to settle. He came back with only a small number of settlers, including Alfred Widdowson, James Cruikshank, and Emily Tucker. The size of the colony increased to include Frank Austin, Arthur Tucker, William Warren, Thomas Grabham, John Recordan, and Fred Poole Jr. By 1895, each resident had their own tract and began planting trees and constructing homes and barns, none of which remain today. The Graves brothers built a home and barn on what is now the west side of Cypress Street south of Whittier Boulevard. The building no longer remains.

While waiting for the trees to begin producing fruit, pumpkins and other crops were planted between the trees to provide income. Some colonists worked for ranchers in Whittier as well. However, the capital of the colonists was running out by 1896 and the trees they had planted had not begun to produce. Some sold their property and returned to England; others moved to more developed areas of Southern California to settle. By 1897, the Graves brothers sold their land and moved to Pinole to work at the California Powder Works. Though the English Colony did not last, the fruit trees they planted remained and would later bear fruit. They provided the foundation for the beginnings of the fruit industry in La Habra.

Another group to settle in La Habra consisted of Swiss settlers who migrated to the area from Illinois in the 1890s. The John Luehm family was the first Swiss family to move into the La Habra vicinity in 1896, followed by Fred X. Thuet, who moved to the area the next year. Luehm purchased land south of what is now La Habra Boulevard and west of Walnut Street. Thuet acquired acreage on the other side of La Habra Boulevard from the Luehm family. John Launer moved to the area in 1898 and Jacob Leutwiler soon after. Leutwiler and Launer would become prominent citizens in early La Habra. Thuet, Launer, and Leutwiler all came from Highland, Illinois. A portion of Launer's land purchase later became the La Habra Civic Center. Launer became an active and prominent citizen in the city. He sold much of his land to the city for subdivision and land for the construction of the first library.

Leutwiler purchased land north of what is now Lambert Road between Euclid and Walnut streets. His first home was located at the corner of Walnut and Lambert (then called Ocean Avenue, so named by Mrs. Leutwiler because she believed it would someday lead all the way to the ocean) Streets. The second Leutwiler home was located at the southeast corner of First and Euclid Streets. Neither residence remains.

***Figure 5**: Photograph of early Swiss settlers to the La Habra Valley, updated. The photo shows the John Luehm, Jacob Leutwiler, and F.X. Thuet families. Photo courtesy of the Old Settlers Historical Society photograph collection.*

***Figure 6**: Undated photograph of the Jacob Leutwiler home near what is now the southeast corner of First Street and Euclid Street. Photo courtesy of the Old Settlers Historical Society photograph collection.*

Other Land Uses: The Cawston Ostrich Farm and the Walnut Industry

Edwin Cawston, originally from England, began raising ostriches in South Pasadena in the Los Angeles area in the 1880s. Ostriches were raised to provide ostrich plumes to the fashionably attired, and there was a great demand for their feathers. He purchased 80 acres of land in the La Habra area and leased an additional 140 acres from W.J. Hole for his ostrich farm. He had a home for a foreman, barns, corrals, and breeding pens constructed, and brought most of the birds from his South Pasadena farm to La Habra. Eventually the popularity of ostrich plumes as a fashion accessory declined and the farm became unprofitable. Cawston sold the land, and it was developed with walnut and citrus orchards, industries that were increasing in popularity and profitability in the 1890s and after the turn of the century.

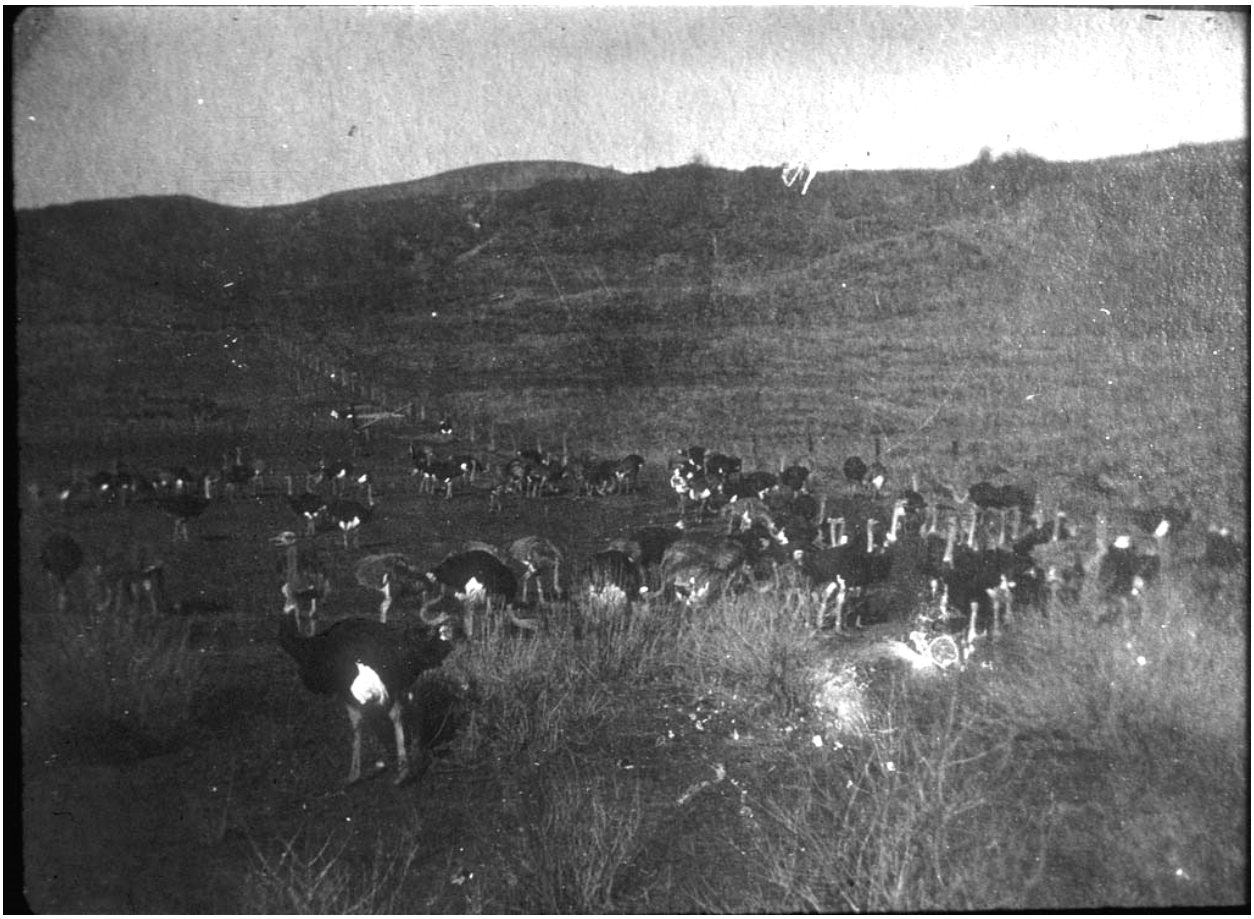

***Figure 7**: Ostriches on the Cawston ostrich farm, no date. Photo courtesy of the Old Settlers Historical Society photograph collection.*

The walnut industry was the first to establish groves in the La Habra Valley. Robert Northam, a sales agent for the Stearns Ranchos Company, acquired large amounts of land in the area. In 1891, he planted the first grove of walnut trees on 80 acres east of what is now the intersection of

Harbor Boulevard and Imperial Highway.[15] John Luehm planted walnuts interspersed with apricots on his land. Eventually walnut groves replaced much of the deciduous fruit groves in the La Habra area, and by 1907 the crop was productive enough to necessitate the formation of the La Habra Valley Walnut Association. The next year, a packing house was built at the Pacific Electric railroad Des Moines station, located where present-day Beach Boulevard crosses the railroad tracks.[16] It no longer remains. The walnut crop was most productive between 1916 and 1924. However, increasing costs and decreasing profits caused many growers to replace their walnut groves with citrus and avocados. The groves continued to disappear as the pace of development increased in the city during the 1920s and in the years after World War II.

The Avocado and Citrus Industries

In the first years of agricultural development in La Habra, water was a precious commodity. Creeks, a spring, and a shallow lake provided surface water for crops, and shallow wells were dug. Windmills were used to draw water from deeper wells dug from higher elevations, and by 1888 there were 28 windmills dotting the landscape around La Habra.[17] Irrigation for crops was not common, and only a few farmers had the resources to develop irrigation for their land.

The La Habra Water Company, a subdivision of the East Whittier Land and Water Company, was formed in 1902. The California Domestic Water Company, incorporated by investors in Los Angeles, joined the La Habra Water Company in developing a water pipe line into La Habra. The first gravity-flow pipe line into La Habra, known as the lower line, ran from the California Domestic Water Company's pumping plant east to La Habra. It traveled north of what is now Whittier Boulevard to just east of Euclid Avenue, and then southeast to the town of Brea, then known as Randolph. [18]

It was after the successful piping of water to La Habra in 1903 that avocado and citrus crops became popular. Until then, the majority of early farmers in the La Habra Valley planted dry crops, or those that did not need much water, including walnuts and barley.

After the turn of the century, citrus trees were planted throughout Orange County, including the La Habra vicinity. The former Bastanchury sheep ranch was planted with citrus groves. It became known as Sunny Hills, and was once the world's largest single citrus planting. The first avocado tree grove was planted in 1910 by George Beck. The Hass avocado was first planted in La Habra Heights on land that had previously been the Sansinena ranch in the 1920s.[19]

The Sargent brothers purchased Thomas Warne's 100-acre ranch to plant the land to lemon groves. They marketed their resulting fruit through packing houses, first in Whittier and later in La Habra. It eventually became one of the largest citrus groves in the area.[20] By the mid-1920s,

[15] Cramer, *La Habra*, 35.
[16] Cramer, *La Habra*, 83 – 84.
[17] Cramer, *La Habra*, 71.
[18] Cramer, *La Habra*, 76 – 77.
[19] Cramer, *Yesterdays*, 48.
[20] Cramer, *La Habra*, 90.

after roads were developed into the area and the country club became increasingly accessible, La Habra Heights was on its way to becoming a prestigious residential neighborhood.

Most citrus groves, with orange being the most widely planted, were smaller-scale operations. Growers brought their fruit for shipment to Whittier. The area was "primary a Valencia orange country [and ...] an ideal country for the Eureka lemon."[21] As the industry became ever more profitable and widespread, La Habra formed its own citrus association in 1911 to market and ship its fruit. John Launer was the first president of the association. Three years later, the La Habra Citrus Association represented more citrus acreage than any other in the state, though much of its acreage was in young trees that were not yet producing fruit. It handled about 85 percent of the citrus grown in the area.[22]

In 1913, the La Habra Citrus Association constructed "a new and larger packing-house" costing $20,000 and "thoroughly equipped with modern appliances [...including] sweating rooms for curing lemons" and an increased amount of storage to accommodate for the growing industry as well as the anticipated increase in volume brought on by the young trees' fruit.[23] The plant, located on the east side of Hiatt Street (now Euclid Street) south of Second Avenue, continued to expand throughout the decade as the volume of shipments increased. The *Los Angeles Times* noted in 1913 that "there are about 2000 acres of growing citrus groves in the valley, but there yet remains a considerable quantity of available citrus land which is yet undeveloped," land which continued to be planted as the industry grew.[24] By 1920, the Association owned five packing houses and an office building.[25]

[21] "Big Prospects for the La Habra Valley," *Los Angeles Times*, August 24, 1913, page VI5.
[22] "Big Prospects for the La Habra Valley," *Los Angeles Times*, August 24, 1913, page VI5.
[23] "Big Prospects for the La Habra Valley," *Los Angeles Times*, August 24, 1913, page VI5.
[24] "Big Prospects for the La Habra Valley," *Los Angeles Times*, August 24, 1913, page VI5.
[25] Cramer, *La Habra*, 91.

Figure 8*: Citrus planting, 1915. Courtesy of the Old Settlers Historical Society photograph collection.*

The Mutual Orange Distributors of Redlands appropriated the walnut packing houses at Des Moines station in 1914, expanding what was there, and began shipping citrus under the label of the Index Orchards Association. They expanded their packing houses two years later. [26] The packing houses were located adjacent to the railroad tracks at what was then La Habra Avenue, now Beach Boulevard. The Sunkist Citrus Association constructed packing houses on the Pacific Electric railroad tracks east of Euclid Street.

The avocado industry, which began around the same time as the citrus industry, was established with the planting of the first grove of avocado trees by George Beck in 1910 on his farm on North Cypress Street. The fruit's original name was "ahuacate" but most of the farmers in the La Habra Valley called it the "alligator pear." By 1913, the crop had become a popular one in the valley.[27] As demand for the crop increased, increasing numbers of farmers in the La Habra Valley devoted land to the fruit. The crop was not sold commercially at first, but with an increase in popularity and demand, the California Ahuacate Society, later renamed the California Avocado Association, formed in Los Angeles in 1915. Farmers in La Habra set a number of varieties into production that proved extremely profitable. It was in La Habra that the Hass

[26] "Index Orchards to build at Des Moines Station," *La Habra Star*, October 9, 1914; "Index Orchard Building Another Packing House," *La Habra Star*, August 3, 1916.
[27] "Big Prospects for the La Habra Valley," *Los Angeles Times*, August 24, 1913, page VI5.

avocado was cultivated, so named because it came from the ranch of Rudolph Hass, who had a ranch in La Habra Heights. Land in La Habra Heights was promoted by Edwin G. Hart as the finest land for avocado production in the world.[28] Despite the promotion by Hart, the La Habra Valley was more suited to growing citrus than it was to growing avocado, which was more susceptible to frost than citrus. Planting continued into the 1930s, but its popularity never again reached that of the 1910s and 1920s. The growth of these industries, especially the citrus industry, would lead to La Habra's first development boom.

Associated Property Types:

Property types from this period include single-family residences that would have once been surrounded by groves; ancillary buildings associated with these residences including windmills, water tanks, carriages houses, and barns; modest single-family residences for the citrus industry workers; community institutions such as churches and schools; packing houses associated with the citrus industry; and commercial buildings along La Habra Boulevard.

The single-family residences from this period were constructed with influences from styles popular at the time, including Victorian styles (late 1890s-1910s), simple farm houses (1900-1915) and later the Craftsman style (1905-1930). They were surrounded by rows of citrus or avocado groves, and they were accompanied by ancillary buildings such as windmills, barns, and water tanks. Character-defining features of these properties include location on long, narrow lots (that might remain from once-larger lots), greater setback from the street than the single-family residences that were constructed later, rectangular massing, and moderate to large size residences (which distinguishes them from the more modest size residences that were constructed in greater numbers in the latter 1910s and into the 1920s).

Packing houses from the period were located adjacent to the railroad tracks. No packing houses from the period remain. Historic photos of the La Habra Citrus Association packing house indicate that it was constructed with exterior wood siding and a metal roof and was large in scale, consisting of several front-gabled buildings joined together. It contained numerous uses, such as storage and processing space for the citrus that was handled there. It was located on a large parcel of land with ancillary support buildings and offices adjacent to it. The packing house at the Des Moines station used by the La Habra Valley Walnut Association and located where Beach Boulevard crosses the railroad tracks no longer remains. No photographs remain to indicate its appearance or construction.

Early commercial buildings constructed during this period were located along La Habra Boulevard. They were constructed primarily of wood and would have been one to two stories in height. The earlier buildings would have been constructed with a Western-type false front and awnings; later (1900-1930) commercial buildings were constructed of brick and concrete with simple box forms and symmetrical store fronts with display windows flanking a central recessed entry door. These early buildings were later replaced with commercial buildings constructed during the 1940s and 1950s (or substantially altered) as the city grew.

[28] Edwin G. Hart, Inc., "La Habra Heights" brochure from Cramer, *La Habra*, 107.

The La Habra School was constructed during this period. It was a two-story rectangular building with a gabled-on-hip roof and a steeple over the primary elevation. It was located where Washington Middle School is now located on La Habra Boulevard and is no longer extant.

The Oil Industry, the First Land Boom, and City Incorporation, 1906 – 1925

The Oil Industry

Beginning after the turn of the twentieth century, the Murphy Oil Company leased land from the Bastanchury ranch southwest of La Habra in order to search for oil. By 1906, Murphy had two wells dug and producing oil. Standard Oil Company and Union Oil began purchasing land and searching for oil as well. The latter company had a pumping station that carried local oil to San Pedro for shipment. The pumping station was a mile east of La Habra. The total production of the La Habra Valley had reached 7000 or 8000 barrels a day, and it was said to be "one of the most promising districts in the southern part of the state."[29]

The discovery of oil brought about La Habra's first housing boom. Land values rose, and available housing became short. Though the greatest amount of development would take place in the next decade, by 1920, La Habra had grown substantially. Single-family residences and apartment buildings were located on secondary streets north and south of Central Avenue.

Demand for oil continued to increase as the automobile industry grew. Work in the oil fields around La Habra slowed as other fields were discovered in Southern California in the early 1920s but rose again when Standard Oil moved its offices to the Murphy Oil lease in 1924. It was during these years, after the oil industry's activity again rose, that La Habra would see its most growth and development to date.

[29] "Union Gets Big Well in Habra," *Los Angeles Times*, January 31, 1913, page II3.

Figure 9*: La Habra looking north from the Citrus Association packing house,1915, before the development boom. Photo courtesy of the Old Settlers Historical Society photograph collection.*

Transportation

In the 1910s, La Habra became increasingly accessible to nearby cities, further encouraging its growth in the 1920s; the arrival of the railroad in 1908 and the state highway in 1914 made it easier for La Habra farmers to ship crops to outside markets, and bring goods into the city. The railroad and highway also increased the city's visibility as people traveled through the town by rail and automobile.

In 1908 work was completed on the line and the Pacific Electric arrived in town, connecting La Habra with Los Angeles and Los Nietos just west of Whittier. The railroad was constructed so that crops could be shipped to outside markets and equipment shipped into the oil fields around La Habra. Prior to the arrival of the railroad farmers had to transport their crops over seven miles of road to the closest railroad. Supplies such as lumber and machinery could now be delivered to local residents and businesses.[30] The Pacific Electric constructed a depot on Hiatt Street (now Euclid Street) south of the railroad tracks. The line through La Habra was continued to Randolph (now Brea) in 1910 and Yorba Linda in 1911, further connecting the city to outside communities. The line continued onto Fullerton after 1916. The route is still visible today.

[30] Cramer, *La Habra*, 143.

The city grew rapidly following the opening of the railroad. The Union Pacific arrived in 1923 and built a depot on the west side of Hiatt Street (now Euclid Street) south of Second Avenue the same year.[31] The Union Pacific railroad tracks ran south of Second Avenue and north of the Citrus Association packing house.

***Figure 10**: The La Habra Citrus Association packing house and Pacific Electric depot, ca. 1964. The Pacific Electric depot has since been moved to its current location on South Euclid Street. Courtesy of the Old Settlers Historical Society photograph collection.*

It was decided by the state in 1912 that a state highway would run though La Habra in order to connect Whittier and Fullerton. There were two possible routes through the town, one called the upper route, which would be along Whittier Road (now Whittier Boulevard), and one called the lower route, which would run along Central Avenue (now La Habra Boulevard).[32] It was argued that the lower route followed the path of the El Camino Real, which had become Central Avenue. However, proponents of the upper route argued that Whittier Road was a less dangerous route than that of Central Avenue. The route along Whittier Road ultimately won out, and the state highway was routed through La Habra along the road to Whittier in 1914. After its completion in 1916, the State Highway connected San Diego and Los Angeles. A two and a half

[31] Cramer, *La Habra*, 144.
[32] Cramer, *La Habra*, 147.

mile stretch of the highway in the vicinity of La Habra was paved and widened in 1921 from 18 feet to 23 feet; improvements were also conducted along Central Avenue and were designed to allow the two roads to better withstand the volume of traffic traveling through the city.[33]

City Growth and Development

The factors outlined above, including the discovery of oil, the growth of the citrus industry, and the increasing access between La Habra and surrounding areas by rail and automobile, led to the city's first housing boom. The rate of building increased substantially and the city grew rapidly.

Land was subdivided and added to the city at a nearly constant rate. Robert Hiatt of Whittier purchased land and sold subdivided lots in La Habra. Land owned by John Launer and other locals that had been previously devoted to agriculture was subdivided and sold for development. A portion of Launer's land between Central Avenue, Erna Avenue, Cypress Street, and Magnolia Street was surveyed and subdivided in 1907. Further Launer land was subdivided in 1915 between Erna Avenue, Hiatt Street (now Euclid Street), Central Avenue, and Main Street.[34] William Redfern owned the land south of Central Avenue to Second Avenue between Aldrich and Cypress Streets, once belonging to English Colony settler Frank Austin. He created the Redfern Tract sometime after 1912 and developed the land with single-family homes beginning in 1914. [35] Development of the tract would continue into the 1920s as the city grew.

As land was subdivided in the mid- to late-1910s and into the 1920s, single-family homes were constructed to accommodate the increasing numbers of people moving into the city. Many of the city's single- and multi-family residences were constructed at this time, as well as boarding houses for those who needed temporary accommodations until more permanent housing could be obtained. The city became filled with tents as the available accommodations were filled to their limit.

The La Habra Citrus Association constructed housing for the Mexican workers who worked picking fruit in the groves around La Habra. The Mexican camps in La Habra and in other cities in Southern California were more akin to villages. In addition to housing, they contained community centers and sometimes schools. Many were located on the outskirts of towns; the camps in La Habra were located south of the most settled portion of town. In 1916, the Citrus Association built 16 homes for its workers near the Pacific Electric Railroad tracks on A and B Streets southwest of 4th Avenue and Monte Vista Street. By 1920, there were between 60 and 70 homes in an area that became known as the *Campo Colorado*, or the Red Camp, so named because the homes' roofs were painted red. It was considered at the time to be a model workers' camp. The Association also constructed the Citrus Association Community Hall on B Street for its workers.[36] A teacher was hired to educate the children living in the *Campo Colorado*; the goal was also Americanization of the workers and their children, a majority of whom had come from

[33] "To Widen Streets," *Los Angeles Times*, October 16, 1921, page V7.
[34] Tract maps, various dates.
[35] Cramer, *La Habra*, 47.
[36] Cramer, *La Habra*, 175 – 176; Gilbert Gonzalez, *Labor and Community: Mexican Citrus Worker Villages in a Southern California County, 1900-1950* (Urbana, IL: University of Illinois Press, 1994), 61.

Mexico.[37] These attempts slowed and then halted by 1932, as the hard times of the Great Depression led to the increasing alienation of Mexican workers. The *Campo Colorado* was demolished in the early 1950s and the location now houses a trailer park.[38]

The *Campo Corona* was constructed adjacent to the *Campo Colorado* between present-day Monte Vista and Walnut Streets south of the railroad tracks. Land was subdivided and sold to workers, who owned their own homes in contrast to workers living in the *Campo Colorado*, who rented their homes for $7.50 a month.[39] The community hall and several of the homes built by the Citrus Association in the *Campo Corona* remain on what is today McFadden Avenue between West Fourth and West Fifth Avenues. Alta Vista, a third camp, was located near the corner of what is now Imperial Highway and Idaho Street. It contained approximately fifty homes and no longer remains.

The camps were home to an active social and community life; they formed churches, baseball teams, and a Ladies Aid Society. Children of the citrus workers were educated at the West Side School, which was formed by the city in 1919 – 1920. It was located on approximately one and a half acres just south of Hazel and California Streets, north of Loma Verde Avenue. It was renamed the Wilson School in 1923 after the Lincoln Grammar School was constructed. The school day was short, and hours were from 7:30 am to 12:30 pm, so that the children could assist their parents in the citrus groves.[40]

Commercial development on Central Avenue boomed, and the street was widened beginning in 1918 to accommodate for growth in the business district. The First National Bank's brick building and several others were moved back at the corner of Central Avenue and Hiatt Street in 1921. These were among the first buildings to be moved in order to convert La Habra's main thoroughfare into a one hundred-foot wide street.[41] The first permanent post office building, until then housed in shared spaces with other businesses, was constructed in 1923 at 224 West Central Avenue. Banks, hotels, and retail stores were constructed in the rapidly growing city. A department store for the George Hilbert Company was constructed on Central Avenue at a cost of $60,000 in 1924, as was "the machine and implement store of S. Woodward [with] a lathe and repair shop [...] located in the rear."[42] This period also saw the development of automobile related services and buildings, such as gas stations. The building located at 401 East La Habra Boulevard is a good example of the auto service and gas stations that were constructed during this period.

The incredible growth La Habra saw in the 1920s necessitated the growth of its community institutions. The city's first fire department was created in 1916 and was located on North Hiatt Street between Central and Erna Avenues. The First Bank of La Habra had been organized in 1914 and was housed in the Wester building on the northwest corner of Central Avenue and

[37] Burton L. Smith, "Learning the Ways of Americans," *Los Angeles Times*, February 19, 1922, page II1.
[38] Gonzalez, 158.
[39] Gonzalez, 61, 66 – 67.
[40] Gonzalez, 110.
[41] "To Widen Streets," *Los Angeles Times*, October 16, 1921, page V7.
[42] "New Buildings Being Planned for La Habra," *Los Angeles Times*, February 24, 1924, page D8.

Hiatt Street. It became the First National Bank in 1920. As it expanded, the bank built a larger building at the corner of Hiatt Street and Central Avenue.[43] The Citizens' Commercial and Savings Bank was organized in 1920 and was located on Central Avenue west of Hiatt Street. None of these buildings remain.

Figure 11*: Looking west along Central Avenue in La Habra, 1927. The image shows the newly widened Central Avenue and the development that had sprung up along the street with the growth of the city. Photo courtesy of the Old Settlers Historical Society photograph collection.*

A number of La Habra's churches were constructed during this period as the population experienced a rapid increase. These included the Methodist Episcopal Church, constructed in 1914, and Temple Baptist Church, whose congregation formed in 1921 and constructed a church soon thereafter. Temple Baptist Church was located just south of the First Bank of La Habra on North Hiatt Street (now North Euclid Street) north of East Erna Avenue, approximately where Crossroads Community Church now stands. The Methodist Episcopal Church was constructed in 1914 at First and Main Streets. It still stands today, though it houses a different denomination.

[43] "La Habra's Newest Adornment," *Los Angeles Times*, January 15, 1927, page 6.

Growth in La Habra was so rapid in the late 1910s and into the 1920s that three new grammar schools were built in nine years to accommodate the growing population.[44] These included the La Habra Grammar School (1915), Lincoln Grammar School (1923), and Wilson School (1920).

The La Habra Grammar School, the first school in the city, was built by in 1896 on La Habra Boulevard where Washington Middle School is today. The school quickly became crowded as the city grew, and a new school building was constructed in 1915 on the same site. The old school building was moved to the northwest corner of Euclid Street and First Avenue and was converted to an apartment building and no longer remains.[45] The new grammar school was enlarged in 1918 and again in 1920. The school was renamed Washington Grammar School after Lincoln Grammar School was built in 1923 on North Walnut Street near Greenwood Avenue; it no longer remains.

The Wilson School was built in 1920 at what was then Second Avenue and California Street, what is today Hazel and California Streets, north of Loma Verde Avenue. It was originally called the West Side School. It was built as a temporary school to educate, as well as Americanize, children of Mexican grove workers. It was renamed Wilson School in 1923 when Lincoln School was constructed. It was abandoned in 1953 and the buildings moved to the grounds of Walnut School, located at Whittier Boulevard and Walnut Street, to provide temporary classrooms.[46]

City Incorporation

City incorporation had been a topic of discussion in La Habra since 1923. However, some property owners, especially those on the outskirts of the city, opposed being incorporated because they did not want to pay the taxes associated with owning property in an incorporated city.[47] Despite opposition, a petition was put forth to the Orange County Board of Supervisors for incorporation. The petition was denied, however, because the proposed limits of the city included non-subdivided acreage. A new law had been passed by the state legislature which allowed only subdivided land to be included within incorporated city limits unless the owners of the non-subdivided land petitioned to be included. This was not the case in La Habra, and the area eligible for incorporation was too small, raising taxes for those within the proposed limits.[48] The idea was abandoned for the time but was revived the next year with revised boundaries. Local organizations and clubs championed the idea of incorporation and support for the idea increased. A new petition was presented to the Board, who this time granted the petition. The city voted for incorporation in January 1925. A city hall was established in rented offices in the George block at the corner of Central Avenue and Hiatt Street until a separate building was constructed at 251 East Central Avenue the next year on land obtained from John Launer.[49]

[44] "Grammar School Corner-stone Laid," *Los Angeles Times*, July 7, 1923, page II8.
[45] Cramer, *La Habra*, 120, 122 – 123.
[46] Cramer, *La Habra*, 128.
[47] "La Habra Agitation Near Settlement," *Los Angeles Times*, June 24, 1923, page V15.
[48] "La Habra Drops Incorporation Idea," *Los Angeles Times*, September 19, 1923, page II8.
[49] Cramer, *La Habra*, 189.

Associated Property Types:

Much of the development during this period consisted of commercial construction along main thoroughfares such as La Habra Boulevard and single-family residential construction along secondary streets.

Single-family residential construction from this period was more modest in size and scale than previous construction. It consisted of mostly workers' housing, constructed either by organizations such as the Citrus Association or independently. Those residences constructed independently can be found on streets such as East and West Erna Avenues, East and West Florence Avenues, West Francis Avenue, East Stearns Avenue, and North Lois Street. They were constructed in styles popular at the time, including the Craftsman bungalow style, and a number were constructed from patterns in the Pacific Ready Cut home catalog. Character-defining features include modest size; rectangular massing; stylistic and design features from the Craftsman style such as wood siding, moderately pitched front- or side-gabled roofs, a porch supported by wood piers, and wide window surrounds; moderate setback from the street, and detached garages either to the side or rear of the residence.

Housing constructed for citrus workers was clustered on several adjacent streets in a "camp," as they were called at the time. The residences were modest in size, rectangular in shape, and were constructed in styles popular at the time, such as the Craftsman style, or with Craftsman stylistic influences. Others displayed little to no applied decoration or stylistic influence. They are often similar in appearance or design, as seen in the residences extant on South McFadden Street between West Fourth and West Fifth Streets.

The majority of the multi-family residential buildings constructed during this period do not remain. An extant example is located at 201 – 203 South Walnut Street. A number of duplexes remain on residential streets and have very similar character-defining features as the residences constructed as single-family residences (discussed above). One bungalow court remains at 119 – 123 West Francis Street. The stylistic character-defining features of these two Craftsman buildings, which face each other, are the same as those for a single-family residence constructed in the same style. Other character-defining features include rectangular massing, residence entrances that run perpendicular to the street, and a moderate setback from the street.

The commercial buildings constructed during this period are located on East and West La Habra Boulevard between Monte Vista Street and McPherson Street. Character-defining features include street-facing primary elevations, one- to two-story construction, little to no setback from the street, brick exteriors, storefronts on the street-facing elevation, and prominent signage in the form of blade signs and lettering above the storefronts. An extant example is located at 440 East La Habra Boulevard.

Other property types from this period include churches, automobile garages, schools, and community halls. Automobile garages were located along the commercial strip on La Habra Boulevard. Community halls, such as those constructed in workers' housing camps, were one-

story buildings with minimal ornamentation and were primarily functional buildings. An extant example exists at 529 South McFadden Street.

Churches from the period were constructed to serve the growing population of the city. Character-defining features include rectangular massing, one-story construction, and location amidst residential neighborhoods in order to be accessible to their congregations. An extant example is the Methodist Episcopal Church at 150 East First Street.

Schools from the period were constructed on larger scale than those in previous years, as they needed to accommodate more students. They were constructed with U-shaped massing and with influences of styles popular at the time, including Mediterranean and Mission Revival. There are no extant examples of schools from the period.

Railroad depots were constructed as the railroad was established through La Habra. Character-defining features of these buildings are one-story construction; long and rectangular massing; design influenced by styles popular at the time, such as Craftsman and Mission Revival; and accommodation for railroad cars, such as large doors for the loading and unloading of freight and pedestrian doors for passengers. They were located adjacent to the railroad tracks and are oriented parallel to the tracks for easy accessibility. Extant examples are located today at 301 South Euclid Street and 311 South Euclid Street (the latter was moved from its original location on the east side of Euclid Street south of East Second Avenue).

The Great Depression and World War II, 1929 – 1945

With the advent of the Great Depression in La Habra, development slowed significantly, as was the case in many cities in Southern California. The area was sustained economically by the citrus and avocado industries, though these too were hard hit by the Depression.

Development in the city slowed considerably after 1929, continuing into the 1930s. One subdivision was developed in 1941, but the next development did not occur until 1948 after the World War II ended. The city's growth stagnated, though some construction occurred with federal aid. The La Habra Civic Center was completed in 1935 on what had been John Launer's land. It included city hall offices, a library, a fire department, and the American Legion Hall.[50]

Mexican workers were especially hard hit in the citrus industry. The *La Habra Star* noted that a soup kitchen on North Hiatt Street was feeding an increasing number of people from the Mexican camps and the Wilson school. The newspaper reported that workers were being offered free transportation back to Mexico, most likely as a result of layoffs by the Citrus Association.[51] An article about a month later testified that a large number of people were accepting the offer, though many chose to stay in the area despite the poor economy. Conditions in the workers' camps declined during the Depression and World War II era. Tensions rose as workers went on strike for better wages and violence broke out in 1936.[52]

[50] Cramer, *La Habra*, 189.
[51] *La Habra Star*, January 15, 1932.
[52] Gonzalez, 151.

The oil industry too was hit during the Depression, though the war brought about a renewed boom in the oil industry as the demand for oil increased again.

The city sent men to fight in World War II, and the American Legion erected a plaque with stars representing soldiers who were natives of the city.[53] The onset of the war revived the economy in La Habra, as it did in many Southern California cities. In 1942, increasing numbers of workers were needed in the citrus groves again, after the layoffs of the Depression, and people were being brought in from Mexico to work.[54] Growth accelerated to a degree, but it was the post-war period that would bring on La Habra's second development boom.

Associated Property Types:

Minimal development occurred during the Great Depression. Properties built during this period include a few single-family residences and a few civic buildings. Development primarily occurred along streets north of La Habra Boulevard, closer to Whittier Boulevard, such as Highlander Avenue, Greenwood Avenue, and northern portions of Lois and Euclid Streets. Many homes from this period were constructed in Period Revival styles, such as Tudor Revival and Spanish Colonial Revival, which were popular in the late 1920s and into the 1930s. Character-defining features of Spanish Colonial Revival styles include rectangular massing, flat roofs, smooth stucco finish, Spanish clay tile roofs with parapets, and arched windows and doors (although some may be rectangular). Character-defining features of the Tudor Revival style include asymmetrical façades, steeply pitched roofs, multi-light windows, arched and paneled doors, smooth stucco finish, and shingled roofing material.

Same multi-family residences were constructed in the Spanish Colonial Revival style. Character-defining features include arrangement around a central walkway, long and rectangular massing, location on large lots, and orientation of the main entrances perpendicular to the street and towards the central walkway. The stylistic details of these buildings shared the characteristics of the single family residences designed in the Colonial Revival style.

Community buildings continued to be constructed during the period. The American Legion Hall and the La Habra Civic Center were constructed during this period and were completed in 1935. They were constructed in the Spanish Colonial Revival style. The American Legion Hall and the La Habra Library remain extant at 209 East La Habra Boulevard and 215 East La Habra Boulevard, respectively.

The Beginning of the Postwar Boom, 1945 – 1950

The post-war era brought about La Habra's second housing boom. Returning veterans, both native to California and moving there for the first time, flocked to Southern California's cities in

[53] "La Habra Fills Plaques with 420 Service Stars," *Los Angeles Times*, June 18, 1943, page 12.
[54] Gonzalez, 158.

large numbers, "anxious to restart, repossess, reinvigorate, or, if need be, reinvent their lives."[55] About 85,000 veterans moved to California after the war.[56] This rapid growth in the years after the war, when "Californians were forced to line up to rent an apartment, to buy a home or automobile" or fulfill other needs in life, presented a unique challenge to both the public and private sector.[57] In 1946, the state government instituted a program to provide low-interest housing loans of $7,500 for a new house for returning veterans and their families.[58] Many of the remaining single-family residences pre-dating 1950 were built in the second half of the 1940s, perhaps some of them with loans such as this.

The land outside the core of previously-developed land in La Habra was subdivided and neighborhoods built. The pace of development increased rapidly. Housing all over Southern California—and La Habra was no exception—was in short supply. Much of La Habra's surviving single-family residences were constructed in this period and in the 1950s. The *La Habra Star* noted that "lack of places for rent has been keenly felt here since the early war years," and the city was facing such a housing shortage in the years following the war that the numerous new tracts being constructed could barely keep up.[59]

Homes were being built rapidly in the years following the war, and just as rapidly they were purchased. Building materials were in short supply for the first couple years coming out of the war, but despite this, new construction was accomplished; 38 new homes were built in 1947, but they "represent[ed] only a small part of the need for housing in this area." Construction accelerated further as building materials became more readily available and restrictions on building were lifted.[60] The newspaper predicted that "La Habra will draw a full share of the tremendous new residential construction expected in Southern California during the year" and that a large number of residences would have to be constructed to alleviate the housing shortage.[61]

Construction in the years immediately following the war occurred throughout the city. The majority of it was residential but industrial construction also occurred. The new industries in the city that moved in after the war helped La Habra recover further from the Depression and war years.[62]

The tremendous growth in the city in the years following the war changed the economy and landscape of La Habra. The fast pace of development and construction resulted in the disappearance of land once devoted to citrus groves. Production in the citrus industry slowed, and the La Habra Citrus Association dissolved in 1946. The packing houses were sold to be used for storage.

[55] Kevin Starr, *Embattled Dreams: California in War and Peace, 1940 – 1950* (Oxford: Oxford University Press, 2002), page 185.
[56] Starr, 194.
[57] Starr, 194.
[58] Starr, 205.
[59] "$100,000 Project for Rental Houses Planned," *La Habra Star*, March, 7, 1947.
[60] "Building Permits for Year Total $293,906," *La Habra Star*, January 10, 1947.
[61] "Building Permits for the Year," *La Habra Star*, January 10, 1947.
[62] "Progress Indicated on Important Lines," *La Habra Star*, June 27, 1947.

Associated Property Types:

The majority of property types constructed during the post-war period are single-family homes constructed along secondary streets north of La Habra Boulevard. Development that had begun during the pre-war and war years continued on streets such as Highlander and Hazel Avenues. New blocks of homes were built on streets such as Hillside Street and Pinehurst Avenue. Character-defining features include moderate setback, one-story construction, rectangular or L-shaped massing, attached garages that were located on the street-facing façade, and construction in styles popular at the time, including the Minimal Traditional and Ranch styles.

Selected Chronology

The following section lays out a chronology of events significant to the development of the City of La Habra from the Mission Period to the post-World War II era.

The Mission Period, 1771 – 1833

1769 Portola's expedition passes through the area on the way to Monterey; La Habra is given its name.

1771 San Gabriel Mission is founded.

1833 The Secularization Act is passed, bringing much of the land the missions own into control of the Mexican government.

The Rancho Period, 1839 – 1893

1839 Mariano R. Roldán gains ownership of Rancho La Habra

1841 Roldán sells the rancho to Juan B. Leandry

1843 Leandry dies, leaving the rancho to his widow and mother

1852 Land Case 401 is brought before the United States District Court, in which the owners of Rancho La Habra must prove ownership or risk losing their land.

1850s Prominent landowner Abel Stearns acquires Rancho La Habra.

1868 Stearns Rancho Company is formed after flooding and drought results in economic losses for Stearns

1870 Stearns leases a portion of his land to Basque sheep rancher Domingo Bastanchury.

1880s Sheep ranching is the primary land use in the La Habra Valley and surrounding hills.

Barley cultivation becomes an important land use in the La Habra Valley in the 1880s and 1890s.

1890s Farmers begin purchasing land in the La Habra Valley. One of them is Willets J. Hole, who purchases 100 acres to create a model ranch.

1891 The first walnut trees are planted by Robert Northam.

1893 Rancho La Habra is surveyed and subdivided for sale

Early Agricultural Development, 1893 – 1920

1894 The English Colony is created by Arthur and Robert Graves in an attempt to bring settlers to La Habra.

1897 The English Colony has not succeeded, and the Graves brothers sell their land.

1902 The La Habra Water Company is formed, bringing successful irrigation to the area for the first time. This makes possible a boom in the cultivation of avocado and citrus.

1904 The Cawston Ostrich Farm is created by Edwin Cawtson, who also maintained ostrich farms in South Pasadena.

1910 The first avocados are planted.

1911 The La Habra Citrus Association is formed.

1913 La Habra's first citrus packing house is constructed.

The Oil Industry, the First Land Boom, and City Incorporation, 1906 – 1925

1905 The Murphy Oil Company purchases land from Bastanchury to look for oil; larger companies like Standard Oil soon follow suit.

1906 The first productive oil wells are discovered.

1908 The railroad arrives in La Habra.

1910s La Habra experiences its first land boom, which lasts through the 1920s.

1914 The State Highway is completed through La Habra.

1925 The City of La Habra is incorporated.

The Great Depression and World War II, 1929 – 1945

1929 The stock market crashes in October, ushering in the Great Depression. The City is affected economically but the citrus industry sustains the economy during the Great Depression years.

1941 The United States enters World War II. The increased demand for oil brought about by the war boosts the local oil industry, which was hit hard by the Great Depression.

The Beginning of the Postwar Boom, 1945 – 1950

1945 World War II ends, ushering in an era of growth and prosperity for La Habra.

Criteria for Evaluating Properties

For a property to be determined historically significant, it must meet one of the following criteria and it must exhibit sufficient integrity to convey its historic significance. Following is a discussion of the evaluation criteria and definitions of integrity.

California Register of Historical Resources

The California State Historical Resources Commission has designed this program for use by state and local agencies, private groups and citizens to identify, evaluate, register and protect California's historical resources. The California Register is the authoritative guide to the state's significant historical and archeological resources. The California Register program encourages public recognition and protection of resources of architectural, historical, archeological and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding and affords certain protections under the California Environmental Quality Act.

The criteria for inclusion in the California Register of Historical Resources include any object, building, structure, site, area, place, record, or manuscript which is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, a resource shall be considered "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852) which includes the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Criteria for Evaluating Historic Integrity

Integrity is the ability of a property to convey its significance. To be listed in the National Register of Historic Places, a property must not only be shown to be significant under the National Register criteria, but it also must have integrity. The evaluation of integrity is grounded in an understanding of a property's physical features and how they relate to its significance. The California Register utilizes the same aspects of integrity as the National Register.

Historic properties either retain integrity (this is, convey their significance) or they do not. Within the concept of integrity, the National Register criteria recognize seven aspects or qualities that, in various combinations, define integrity. These seven aspects include location, setting, design, materials, workmanship, feeling and association.

To retain historic integrity a property will always possess several, and usually most, of the aspects. The retention of specific aspects of integrity is paramount for a property to convey its significance. Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant. The following defines the seven aspects and explain how they combine to produce integrity.

- **Location** is the place where the historic property was constructed or the place where the historic event occurred.
- **Design** is the combination of elements that create the form, plan, space, structure, and style of a property.
- **Setting** is the physical environment of a historic property.
- **Materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- **Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- **Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time.
- **Association** is the direct link between an important historic event or person and a historic property.

Examples of Minor Alterations

- Window replacement within original frame and surround (including picture windows within original window surround) where the new window fits its opening exactly
- Door replacement (including garage doors) within original frame and surround that is similar to original design (e.g. change from a wood paneled door to a wood door of a similar design; change from a glass commercial door to a new metal framed glass door, etc.)
- Addition of a new door or window that is compatible with the original building
- Addition or removal of a cantilevered porch overhang or relocation of a small porch overhang if it is compatible with the original design of the building
- Addition of fencing or landscaping that is compatible with the original building
- Replacement of roofing material that is consistent with the character and style of the original building (e.g. replacing red clay tile with new red clay tile; replacing wood shingle with rolled composition shingles, etc.)
- Removal of clay tile coping
- Addition of stucco over fireplace
- Early porch enclosure if it was done in a manner that utilizes materials and design features that are compatible with the original building
- Addition of screen doors, awnings, air conditioning units and/or security gates over doors and/or windows
- Addition of rain gutters, antennas, and/or satellite dishes onto the building
- Change in paint color
- Change in siding material or repair to siding with same or similar original material (horizontal wood board with wood board clappard siding or stucco resurfacing over previous stucco as long as it doesn't significantly change the overall appearance or texture of the exterior siding material)
- Change in porch railing material, design, height, or supports
- Change or addition of concrete steps or stoops or exterior stairs
- Change from a second story window to door or vice-versa as long as the new door/window is compatible with the overall design and materials of the original building
- Addition of a small dormer(s) where the materials and the design of the dormer and new windows is compatible with the materials and design of the original building
- Addition of stone, brick, or other veneer along the lower portion of building only (below window sill line)
- Addition of small one story detached garages, out buildings, or small living units to the rear of the parcel that is not easily visible from the public right of way and that is compatible with the overall design, massing, scale and materials of the original building
- Removal and filling-in of doors and/or windows where the scarring of such removal is not visible or obvious to a passerby

Examples of Major Alterations

- Window replacement that removes the original window frame and/or surround entirely or where the new window is too small for the original opening which requires the gap to be filled in or a change in the design or size of the window surround
- Change in window size or location (e.g. change from two tall and narrow windows to one large picture window or the addition of a bay window, glass projecting window boxes, fanlight or arch above window where there never was one, etc.)
- Change in door size or location or the addition of fanlights, sidelights, or French Doors where none existed historically;
- Change in door material or design that is not consistent with the original building's use, material or design (e.g. change from a solid door to a glazed door or vice versa; change in a residential wood paneled door to a solid metal door, etc.)
- Change in window and door surrounds that is not compatible with the original building (e.g. removal of wood surrounds with stucco surrounds, change in wood window surround size, width, or style; removal of wood surrounds entirely for vinyl or aluminum windows, etc.)
- Change in roof pitch, slope, or configuration or the addition of large dormers that are not consistent with the original building design and character (e.g. changing a flat roof to a gable roof or vice versa; extending the roofline over the eaves; removing overhangs or eaves; adding cross gables to accommodate new additions, changing the roof pitch higher or lower, etc.)
- Change in roofing material that is not compatible with the original building design, style and material (e.g. changing from red clay tile to composition shingle; changing from wood shingle to rolled composition, metal, composite tile, or red clay tile, etc.)
- Addition of a new porch where none existed previously or the replacement of an old porch with a new porch design or configuration (including new roof, supports, materials, etc.) that is not compatible with the original design of the building
- Change in the original porch configuration (e.g. adding windows where none previously existed, enlarging or changing the size, shape, or orientation of openings, windows, or niches associated with porches and/or entry enclosures, etc.)
- Addition of rooms, porte-cocheres, attached garages or living space on the front or sides of the building where none previously existed
- Addition of a second story onto a traditionally single story building
- Addition of a large two story addition or freestanding two story residence, granny cottage, garage, or outbuilding to the rear of the original building that is visible from public right of way
- Change in size, scale, materials or location of a cantilevered porch overhang or relocation of a small porch overhang that is not compatible with the original design of the building
- Addition of large fencing or landscaping that obscures, detracts, is out of scale with or is not compatible with the original building design or materials
- Change in parapet or coping design (e.g. change from a stepped parapet to a flat parapet; addition of a gable over an original flat parapet; change or filling in of decorative parapet;

removal of decorative relief along parapet, addition of decorative features or relief in stucco that were not historical present, etc.)

- Removal of original fireplace or change in exterior fireplace design, materials, or scale that is not compatible with the original building design and materials (e.g. surfacing a fireplace with cobblestone veneer, enlarging fireplace, etc.)
- Porch enclosure that utilizes materials and design features that are not compatible with the original building (e.g. enclosing porch in stucco and aluminum windows on a wood sided building; enclosing the porch with plywood or T-111 siding, enclosing a porch in a manner that changes the original orientation of the main entry, etc.)
- Change in paint color that is distracting or not compatible with contributing properties within identified historic districts (only)
- Change in siding material or repair to siding with material or texture that is not compatible with the original building (e.g. change from horizontal wood to board and batten, plywood, hardyboard, asbestos shingle, stucco, T-111, brick or stone veneer, etc; change from smooth coat stucco or plaster to a highly textured stucco finish, etc.)
- Removal and filling-in of doors and/or windows where the scarring of such removal is visible or obvious to a passerby
- Modification of a single-family unit to multiple units
- Conversion of a garage to living space that requires the removal of the garage door and the addition of new siding material, doors and/or windows
- Change in building's use that requires significant change or modification to the character of the original building (e.g. change of a single-family residence to a commercial use or an industrial building to residential use, etc.)

California Historical Resource Status Codes

As part of this current survey, once the properties were evaluated for their historic significance they were each assigned a California Historical Resource Status Code.

The California Historical Resource Status Codes are codes that were created by the California State Office of Historic Preservation (OHP) as a database tool to classify historical resources in the state's inventory which had been identified through a regulatory process or local government survey. The code system was initially created as National Register Status Codes in 1975 but has since been updated and changed in 2004 due to the ambiguity of the early coding system and changes in the needs of local governments' registration programs statewide to convey the significance of resources for purposes of the California Environmental Quality Act (CEQA). Implicit within the status codes is a hierarchy reflecting the level of identification, evaluation and designation to which a property had been subjected. It is important to note, however that the status codes are broad indicators which, in most cases, serve as a starting place for further consideration and evaluations.

As part of this study, the following status codes were assigned to properties located in the City of La Habra. A full listing of the California Historical Resource Status Codes is located on the following page.

- **3CS**. For properties that appear eligible for the California Register (CR) as a result of the current survey.
- **6L.** Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning. This status code was given to those properties that were determined eligible for local listing, but the City of La Habra does not have a historic preservation ordinance that would elevate these properties to the level of local historic designation. These properties may be eligible for the Mills Act, should the City establish a Mills Act program; which is a voluntary property tax incentive program in the State of California.
- **6Z.** Found ineligible for National Register, California Register or Local designation through survey evaluation. This status code was given to properties that were evaluated under the established historic contexts but did not meet any criteria or had poor integrity. These status codes were given to properties that were previously surveyed but that do not appear to meet the California Register criteria individually (or as part of a historic district). This status code also applies to the remainder of properties evaluated as part of this study that did not received an State DPR 523A form.

California Historical Resource Status Codes

1	**Properties listed in the National Register (NR) or the California Register (CR)**
1D	Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
1S	Individual property listed in NR by the Keeper. Listed in the CR.
1CD	Listed in the CR as a contributor to a district or multiple resource property by the SHRC
1CS	Listed in the CR as individual property by the SHRC.
1CL	Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.
2	**Properties determined eligible for listing in the National Register (NR) or the California Register (CR)**
2B	Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
2D	Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.
2D2	Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
2D3	Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in the CR.
2D4	Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
2S	Individual property determined eligible for NR by the Keeper. Listed in the CR.
2S2	Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
2S3	Individual property determined eligible for NR by Part I Tax Certification. Listed in the CR.
2S4	Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
2CB	Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC.
2CD	Contributor to a district determined eligible for listing in the CR by the SHRC.
2CS	Individual property determined eligible for listing in the CR by the SHRC.
3	**Appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation**
3B	Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
3D	Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
3S	Appears eligible for NR as an individual property through survey evaluation.
3CB	Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
3CD	Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
3CS	Appears eligible for CR as an individual property through survey evaluation.
4	**Appears eligible for National Register (NR) or California Register (CR) through other evaluation**
4CM	Master List - State Owned Properties – PRC §5024.
5	**Properties Recognized as Historically Significant by Local Government**
5D1	Contributor to a district that is listed or designated locally.
5D2	Contributor to a district that is eligible for local listing or designation.
5D3	Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.
5S1	Individual property that is listed or designated locally.
5S2	Individual property that is eligible for local listing or designation.
5S3	Appears to be individually eligible for local listing or designation through survey evaluation.
5B	Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.
6	**Not Eligible for Listing or Designation as specified**
6C	Determined ineligible for or removed from California Register by SHRC.
6J	Landmarks or Points of Interest found ineligible for designation by SHRC.
6L	Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
6T	Determined ineligible for NR through Part I Tax Certification process.
6U	Determined ineligible for NR pursuant to Section 106 without review by SHPO.
6W	Removed from NR by the Keeper.
6X	Determined ineligible for the NR by SHRC or Keeper.
6Y	Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
6Z	Found ineligible for NR, CR or Local designation through survey evaluation.
7	**Not Evaluated for National Register (NR) or California Register (CR) or Needs Revaluation**
7J	Received by OHP for evaluation or action but not yet evaluated.
7K	Resubmitted to OHP for action but not reevaluated.
7L	State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards.
7M	Submitted to OHP but not evaluated - referred to NPS.
7N	Needs to be reevaluated (Formerly NR Status Code 4)
7N1	Needs to be reevaluated (Formerly NR SC4) – may become eligible for NR w/restoration or when meets other specific conditions.
7R	Identified in Reconnaissance Level Survey: Not evaluated.
7W	Submitted to OHP for action – withdrawn.

12/8/2003

Results of Survey: Significance Findings

The City of La Habra survey update included a reconnaissance level survey of all properties within the City pre-dating 1950. Additionally, this study reviewed the previous survey information and updated the previous inventory records and evaluations, as appropriate.

There were a total of 2,853 properties (with individual property addresses) in the city that pre-dated 1950. However, emphasis on recording properties on individual inventory forms was limited to only those properties with the highest potential for historical significance. Only those properties that were constructed before 1950 and displayed a moderate level of integrity were photographed. A total of one hundred and twenty-four (124) properties were identified in the field and photographed in Phase II of the survey. The project team triaged these properties and prepared DPR 523 A (Primary Record) Forms for those properties that were the best representative examples of each identified historic context and for those properties that had the potential for individual significance (i.e. constructed before 1950, highly intact, and a good example of its property type or architectural style). After the property triage was conducted, twenty-eight (28) DPR 523 A inventory forms were prepared for those properties that appear eligible for the California Register of Historical Resources. These twenty-eight (28) properties are historical resources for the purposes of the California Environmental Quality Act (CEQA) and may require further review at the planning level, should a property owner apply for a permit requiring discretionary review with the City.

Fifty-one (51) properties do not individually meet the California Register criteria but are mostly intact buildings from their period of construction and may contribute to the overall community character. These buildings have potential significance at the local level. However, the City of La Habra does not currently have established significance criteria at the local level. Therefore, these fifty-one (51) properties may warrant special consideration in local planning. The City is currently considering the implementation of a Mills Act Property Tax Abatement Program, and as such, these properties may be eligible to enter into a Mills Act Contract, should the City determine to implement such a program. These properties also received individual DPR 523 A forms; these properties are not historical resources for the purposes of CEQA. The complete set of inventory forms is located in Appendix B attached to this report.

Update of Previous Survey Efforts

The 2007 survey identified one hundred and ten (110) properties that should be considered in the local planning process. These properties were determined to be of potential local significance but were not determined eligible for local historic designation, as the City does not have a historic preservation ordinance in place. All properties previously evaluated were reevaluated in Phase II of the survey. A map of properties surveyed in Phase I can be found in Appendix A of this report.

The ranking system utilized in Phase I of the survey is as follows:

L – Landmark property
K – Key property
C – Contributor property

However, these ranking criteria do not follow the generally recognized criteria as defined by the State of California as meeting the California Office of Historic Preservation (OHP) Standards and the threshold for determining historical significance in accordance with CEQA. Therefore these properties were re-evaluated as part of the current survey update utilizing the California Register Criteria (1-4) and following OHP standards and the State Status Codes.

Following is the list of previously surveyed properties indicating their previous determination and the updated Status Code.

Table 1: Phase I Properties

Number	Address	APN	Year Built	Architectural Style	Previous Ranking	Updated Status Code
1	521 Euclid St N	022-023-18	1933	Gothic	L	6L
2	150 1ST Ave E	022-174-04	1914	Carpenter Gothic	L	3CS
3	209 La Habra Blvd E (200 Orange St N)	022-075-34	1935	Mediterranean Revival	L	3CS
4	215 La Habra Blvd E (215 Orange St N)	022-075-35	1935	Mediterranean Revival	L	3CS
5	323 Euclid St N	022-061-19	1922	No style	L	6Z
6	624 Erna Ave W	022-042-06	1898	Queen Anne	L	3CS
7	1025 Erna Ave E	303-113-06	1929	Spanish Colonial Revival	K	6Z
8	316 Erna Ave W	022-052-08	1920	Craftsman	K	6L
9	503 Erna Ave W	022-041-18	1929	Spanish Colonial Revival	K	6L
10	512 Erna Ave W	022-043-07	1923	Craftsman	K	6L
11	309 Euclid St N	022-061-07	c.1915	Craftsman	K	6L
12	510 Euclid St N	022-492-19	1936	Spanish Colonial Revival	K	3CS
13	305 Florence Ave E	022-082-14	1919	Craftsman	K	6Z
14	306 Florence Ave E	022-083-09	c.1920	Craftsman	K	6L
15	315 Florence Ave E	022-082-13	1918	Craftsman	K	6L
16	327 Florence Ave E	022-082-10	1921	Prairie	K	6L

Number	Address	APN	Year Built	Architectural Style	Previous Ranking	Updated Status Code
17	335 Florence Ave E	022-082-08	1922	Craftsman	K	6Z
18	118 Francis Ave W	022-061-03	1925	Craftsman	K	6L
19	129 Francis Ave W	022-025-17	1920	Craftsman	K	6L
20	111-115 Greenwood Ave W	022-015-12	1920	Craftsman duplex	K	3CS
21	119 Lois St N	022-052-01	1926	Craftsman duplex	K	6Z
22	405 Lois St N	022-055-01	1929	Spanish Colonial Revival	K	6Z
23	120 Rose Ave W	022-025-05	1924	Spanish Colonial Revival	K	6Z
24	128 Rose Ave W	022-025-03	1923	Spanish Colonial Revival	K	6L
25	340 Valley Home N	018-294-17	1933	Tudor Revival	K	3CS
26	530 Valley Home N	018-294-28	1906	Colonial Revival	K	3CS
27	616 Erna Ave E	303-125-12	1923	Spanish Colonial Revival	C	6Z
28	703 Erna Ave E	303-123-13	1925	Colonial Revival	C	6Z
29	709 Erna Ave E	303-123-11	1926	Tudor Revival	C	6Z
30	714 Erna Ave E	303-124-04	1933	Craftsman	C	6Z
31	718 Erna Ave E	303-124-05	1918	No style	C	6Z
32	806 Erna Ave E	303-116-02	1920	No style	C	6Z
33	812 Erna Ave E	303-116-03	1941	Minimal Traditional	C	6Z
34	919 Erna Ave E	303-112-06	1928	Spanish Colonial Revival	C	6Z
35	1004 Erna Ave E	303-114-01	1930	Spanish Col. Rev. multi-family	C	6Z
36	1009 Erna Ave E	303-113-11	1929	No style	C	6Z
37	1014 Erna Ave E	303-114-04	1929	No style	C	6Z
38	123 Erna Ave W	022-062-13	1918	Craftsman	C	6L
39	113 Erna Ave W	022-062-11	1917	Craftsman	C	6Z
40	117 Erna Ave W	022-062-12	1918	Craftsman	C	6Z
41	127 Erna Ave W	022-062-26	1921	Craftsman	C	6Z
42	306 Erna Ave W	022-052-05	1919	Craftsman	C	6L
43	309 Erna Ave W	022-055-22	1923	Craftsman	C	6Z
44	310 Erna Ave W	022-052-06	1926	Craftsman	C	6Z
45	314 Erna Ave W	022-052-07	1920	Craftsman	C	6Z
46	322 Erna Ave W	022-052-09	1920	Craftsman	C	6L
47	401 Erna Ave W	022-422-05	1929	Tudor Revival	C	6Z
48	405 Erna Ave W		1928	Spanish Colonial Revival	C	6Z
49	406 Erna Ave W	022-054-02	1922	Craftsman	C	6Z
50	410 Erna Ave W	022-054-03	1919	Colonial Revival	C	6Z
51	411 Erna Ave W	022-055-60	1929	Revival cottage	C	6Z
52	414 Erna Ave W	022-054-04	1920	Craftsman	C	6Z
53	418 Erna Ave W	022-054-05	1920	Craftsman	C	6Z
54	419 Erna Ave W	022-055-59	1923	Craftsman	C	6Z
55	423 Erna Ave W	022-055-49	1922	Not Visible	C	6Z
56	502 Erna Ave W	022-043-09	1922	Craftsman	C	6L
57	514 Erna Ave W	022-043-06	1922	Craftsman	C	6Z
58	523 Erna Ave W	022-041-33	c.1920	Spanish Colonial Revival	C	6Z
59	524 Erna Ave W	022-043-04	1922	Craftsman	C	6Z
60	526 Erna Ave W	022-043-03	1920	No style	C	6Z
61	530 Erna Ave W	022-043-02	1925	Craftsman	C	6Z

Number	Address	APN	Year Built	Architectural Style	Previous Ranking	Updated Status Code
62	531 Erna Ave W	022-041-31	1929	Revival cottage	C	6Z
63	534 Erna Ave W	022-043-01	c.1930	Tudor Revival	C	6Z
64	601 Erna Ave W	022-041-30	1921	Craftsman	C	6Z
65	609 Erna Ave W	022-041-46	1924	Spanish Colonial Revival	C	6Z
66	611 Erna Ave W	022-041-27	1923	No style	C	6Z
67	615 Erna Ave W	022-041-26	1925	Craftsman	C	6Z
68	620 Erna Ave W	022-042-07	1925	Craftsman	C	6Z
69	629 Erna Ave W	022-041-22	c.1930	Tudor Revival	C	6Z
70	632 Erna Ave W	022-042-03	1929	Tudor Revival	C	6Z
71	636 Erna Ave W	022-042-02	1929	No style	C	6Z
72	221 Euclid St N	022-062-04	c.1920	Craftsman	C	6Z
73	227 Euclid St N	022-062-03	c.1923	Craftsman	C	6Z
74	403 Euclid St N	022-025-16	c.1938	Minimal Traditional	C	6L
75	419 Euclid St N	022-025-08	c.1945	Early Ranch	C	6Z
76	503 Euclid St N	022-023-09	c.1941	Early Ranch	C	6Z
77	539 Euclid St S	298-081-22	1921	No style	C	6Z
78	301 Florence Ave E	022-082-15	c.1915	Craftsman	C	6Z
79	319 Florence Ave E	022-082-12	1920	Craftsman	C	6Z
80	336 Florence Ave E	022-083-02	c.1915	Craftsman	C	6Z
81	339 Florence Ave E	022-082-07	1921	Craftsman	C	6Z
82	401 Florence Ave E	022-097-04	1922	Spanish Colonial Revival	C	6Z
83	407 Florence Ave E	022-097-05	1922	No style; Craftsman elements	C	6Z
84	411 Florence Ave E	022-097-06	1921	Craftsman	C	6Z
85	417 Florence Ave E	022-097-08	1921	No style	C	6Z
86	501 Florence Ave E	022-098-25	1930	Spanish Colonial Revival	C	6Z
87	509 Florence Ave E	022-098-26	1922	Craftsman	C	6Z
88	516 Florence Ave E	022-098-48	1922	Craftsman	C	6Z
89	112 Florence Ave W	022-062-02	1925	No style	C	6Z
90	116 Florence Ave W	022-062-10	1923	Craftsman bungalow court	C	6Z
91	116 Francis Ave W	022-061-02	1922	Craftsman	C	6L
92	119 Francis Ave W	022-025-13	1921	Craftsman bungalow court	C	3CS
93	124 Francis Ave W	022-061-04	1923	Spanish Colonial Revival	C	6Z
94	125 Francis Ave W	022-025-26	1920	Craftsman	C	6L
95	128 Francis Ave W	022-061-05	1922	Craftsman	C	6L
96	133 Francis Ave W	022-025-11	1922	Spanish Colonial Revival	C	6Z
97	111 Lois St N	022-052-03	1912	Craftsman	C	3CS
98	117 Lois St N	022-052-02	1916	No style	C	6Z
99	231 Lois St N	022-055-11	1919	Craftsman	C	6Z
100	235 Lois St N	022-055-10	1912	Craftsman	C	6L
101	301 Lois St N	022-055-09	1914	Craftsman	C	6Z
102	309 Lois St N	022-055-07	1913	Craftsman	C	6Z
103	316 Lois St N	022-061-16	1929	Spanish Col. Rev. multi-family	C	6L
104	327 Lois St N	022-055-03	c.1930	Spanish Colonial Revival	C	6Z
105	403 Lois St N	022-055-02	1920	No style	C	6Z
106	406 Lois St N	022-025-10	1922	Spanish Colonial Revival	C	6Z

Number	Address	APN	Year Built	Architectural Style	Previous Ranking	Updated Status Code
107	408 Lois St N	022-025-24	1922	Spanish Colonial Revival	C	6Z
108	500 Park Place N	022-023-14	1924	Spanish Colonial Revival	C	6L
109	116 Rose Ave W	022-025-06	1920	Craftsman	C	6Z
110	124 Rose Ave W	022-025-04	1925	Craftsman	C	6L

Properties Individually Eligible for the California Register of Historical Resources

In Phase II of the survey, twenty-eight (28) properties were identified that are eligible for the California Register of Historical Resources. These are properties that are either: 1) associated with events that have made a significant contribution to the broad patterns of California's (or La Habra's) history and cultural heritage; are 2) associated with the lives of persons important in La Habra's past; 3) embody the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or 4) have yielded, or may be likely to yield, information important in prehistory or history.

These properties were given a status code of 3CS if they appeared individually eligible for at least one of the four California Register criteria. These properties are considered historical resources for the purposes of the California Environmental Quality Act (CEQA). Ten (10) of these properties were identified in the 2007 survey. A map of all properties identified as eligible for the California Register can be found in Appendix A. The properties are as follows:

Table 2: California Register Eligible Properties

	Address	APN	Year Built	Architectural Style	Previous Ranking	Current Status Code	Context Theme	Significance
1	1020 Cypress Street N	303-101-13	c.1910	Craftsman		3CS	Early Agricultural Development	Criterion 1 and 3; significant for its association with La Habra's early development and as an excellent example of an early ranch house that would have likely had associated agricultural land
2	1030 Cypress Street N	303-101-49	c.1925	Spanish Colonial Revival		3CS	Early Agricultural Development	Criterion 1 and 3; significant for its association with La Habra's early development and as an excellent example of an early ranch house that would have likely had associated agricultural land
3	1051 Cypress Street N	017-301-20	c.1915	Craftsman		3CS	Early Agricultural Development	Criterion 1 and 3; significant for its association with La Habra's early development and as an excellent example of an early ranch house that would have likely had associated

								agricultural land
4	402 Erna Ave W	022-054-01	c.1915	Craftsman bungalow		3CS	Oil Industry and Land Boom	Criterion 1; significant for its association with La Habra's growth in the 1910s and 1920s
5	624 Erna Ave W	022-042-06	1898	Queen Anne	L	3CS	Early Agricultural Development	Criteria 1 and 3; significant for its association with La Habra's development in the 1890s and as an excellent example of a Queen Anne residence
6	301 Euclid Street S	298-042-18	c.1915	Mission Revival		3CS	Oil Industry and Land Boom	Criteria 1 and 3; significant for its association with the development of the railroad in La Habra and as an excellent example of a Mission Revival railroad depot
7	311 Euclid Street S	298-042-18	c.1915	Craftsman		3CS	Oil Industry and Land Boom	Criteria 1 and 3; significant for its association with the development of the railroad in La Habra and as an excellent example of a railroad depot with Craftsman influences
8	531 Euclid Street S	298-081-21	c.1915	Craftsman		3CS	Early Agricultural Development; Oil Industry and Land Boom	Criterion 1; significant for its association with the early agriculture of La Habra
9	310 Florence Ave E	022-083-08	c.1915	Craftsman		3CS	Oil Industry and Land Boom	Criterion 1; significant for its association with the growth of La Habra in the 1910s and 1920s
10	314 Florence Ave E	022-083-07	c.1910	Craftsman		3CS	Early Agricultural Development	Criterion 1; significant for its association with the growth and development of La Habra in the 1910s and 1920s
11	318 Florence Ave E	022-083-06	c.1915	Craftsman bungalow		3CS	Oil Industry and Land Boom	Criterion 1; significant for its association with the growth and development of La Habra in the 1910s and 1920s
12	326 Florence Ave E	022-083-04	c.1915	Craftsman		3CS	Oil Industry and Land Boom	Criterion 1; significant for its association with

								the growth and development of La Habra in the 1910s and 1920s
13	119 Francis Ave W	022-025-13	1921	Craftsman bungalow court	C	3CS	Oil Industry and Land Boom	Criterion 1; significant for its association with the growth and development of La Habra in the 1910s and 1920s
14	111-115 Greenwood Ave W	022-015-12	1920	Craftsman bungalow duplex	K	3CS	Oil Industry and Land Boom	Criterion 1; significant for its association with the growth and development of La Habra in the 1910s and 1920s
15	200 Orange St N	022-075-34	1935	Mediterranean Revival	L	3CS	Great Depression/WWII	Criterion 3; significant as an excellent example of a Mediterranean Revival institutional building
16	215 Orange St N	022-075-35	1935	Mediterranean Revival	L	3CS	Great Depression/WWII	Criterion 3; significant as an excellent example of a Mediterranean Revival institutional building
17	430 La Habra Blvd E	022-201-29	c.1920	Commercial storefront		3CS	Oil Industry and Land Boom	Criterion 1; significant for its association with the growth and development of La Habra in the 1910s and 1920s
18	801 Highlander Ave W	022-410-01	c.1950	Midcentury Institutional		3CS	Post-WWII Period	Criterion 3; significant as an excellent example of Midcentury Modern architecture applied to a group of institutional buildings
19	340 Valley Home Ave N	018-294-17	1933	Tudor Revival	K	3CS	Oil Industry and Land Boom	Criterion 3; significant as an excellent example of Tudor Revival architecture
20	530 Valley Home Ave N	018-294-28	1906	Colonial Revival	K	3CS	Early Agricultural Development	Criterion 1; significant for its association with the early agricultural period in La Habra
21	1250 Valley Home Ave N	017-024-01	c.1915	Craftsman bungalow		3CS	Early Agricultural Development	Criterion 1; significant for its association with the early agricultural period in La Habra

22	521 Walnut Street N	022-031-23	c.1910	Mediterranean Revival		3CS	Early Agricultural Development; Oil	Criterion 3; significant as an excellent intact example of Mediterranean Revival architecture
23	510 Euclid Street N	022-492-19	1936	Spanish Colonial Revival	K	3CS	Oil Industry and Land Boom	Criterion 3; significant as an excellent intact example of Spanish Colonial Revival architecture
24	150 First Avenue E	022-174-04	1914	Carpenter Gothic	L	3CS	Oil Industry and Land Boom	Criterion 3; excellent example of Carpenter Gothic architecture applied to a religious building
25	111 Lois Street N	022-052-03	1912	Craftsman bungalow	C	3CS	Oil Industry and Land Boom	Criterion 3; rare, excellent example of a Craftsman bungalow that utilizes stone as an exterior cladding material
26	505 Lois Street N	022-022-07	1941 (c.)1930	Ranch		3CS	Oil Industry and Land Boom	Criterion 3; significant for its association with master architect Cliff May
27	434 McPherson Street N	022-090-35	c.1915	Craftsman		3CS	Early Agricultural Development	Criterion 1; significant for its association with the growth and development of La Habra in the 1910s and 1920s and as an excellent example of an early ranch house that would have likely had associated agricultural land
28	601 Walnut Street N	022-461-05	c.1915	Craftsman		3CS	Early Agricultural Development; Oil	Criterion 1; significant for its association with the early agricultural period in La Habra

Properties That May Warrant Special Consideration in Local Planning

The survey identified fifty-one (51) properties that are of potential local significance, but that do not meet the California Register Criteria. These are properties that are either: 1) typical examples of their architectural style but are not remarkable examples; or are 2) typical examples of at least one historic context. These properties retain a moderate level of historic integrity and original materials but have undergone some alteration.

These properties are buildings that were constructed prior to 1950 that still retain the majority of their original design and materials, but that are not remarkable examples of their particular architectural type or style or that do not individually meet the California Register Criteria. However, they are good intact examples of the modest buildings that they were constructed in La Habra's early development and illustrate the history of the City of La Habra. These properties may contribute to the overall character of the neighborhood, but are not historical resources for the purposes of CEQA at this time.

Should the City of La Habra implement a Mills Act Property Tax Abatement Program, these properties might be eligible for that program. The Mills Act is a voluntary contract that a property owner can enter into with the City in order to receive a reduction in property taxes, in return for restoring, rehabilitating, or preserving their property. However, any alterations to a property with a Mills Act contract would become subject to review by the City Planning Division to ensure that the proposed alterations are conducted in a manner that is consistent with the preservation contract in accordance with the program and CEQA.

These properties were given a status code of 6L. They are not considered historical resources for the purposes of CEQA but may receive special consideration in the local planning process. A map of these properties can be found in Appendix A. They are as follows:

Table 3: 6L Properties

Number	Address	APN	Year Built	Architectural Style	Previous Ranking	Current Status Code	Significance/Context Theme
1	230 Cypress St N/ 400 Florence Ave E	022-095-01	c.1940	Minimal Traditional		6L	Great Depression/World War II
2	541 Cypress St N	022-494-28	c.1920	Craftsman bungalow		6L	Oil Industry and Land Boom
3	631 Cypress St N	022-494-08	c.1915	Craftsman bungalow		6L	Early Agriculture; Oil Industry and Land Boom
4	123 Erna Ave W	022-062-13	1918	Craftsman bungalow	C	6L	Oil Industry and Land Boom
5	306 Erna Ave W	022-052-05	1919	Craftsman bungalow	C	6L	Oil Industry and Land Boom
6	316 Erna Ave W	022-052-08	1920	Craftsman bungalow	K	6L	Oil Industry and Land Boom
7	322 Erna Ave W	022-052-09	1920	Craftsman bungalow	C	6L	Oil Industry and Land Boom
8	502 Erna Ave W	022-043-09	1922	Craftsman bungalow	C	6L	Oil Industry and Land Boom
9	503 Erna Ave W	022-041-18	1929	SCR multi-family	K	6L	Oil Industry and Land Boom

10	512 Erna Ave W	022-043-07	1923	Craftsman bungalow	K	6L	Oil Industry and Land Boom
11	201 Euclid Street N	022-062-09	c.1920				Early Agricultural Development
12	309 Euclid Street N	022-061-07	c.1915	Craftsman	K	6L	Early Agricultural Development; Oil Industry
13	403 Euclid Street N	022-025-16	c.1938	Minimal Traditional	C	6L	Great Depression/WWII
14	521 Euclid Street N	022-023-18	1933	Gothic	L	6L	Great Depression/WWII
15	610 Euclid Street N	022-491-01	c.1930	Spanish Colonial Revival		6L	Oil Industry and Land Boom
16	306 Florence Ave E	022-083-09	c.1920	Craftsman bungalow	K	6L	Oil Industry and Land Boom
17	315 Florence Ave E	022-082-13	1918	Craftsman bungalow	K	6L	Oil Industry and Land Boom
18	324 Florence Ave E	022-083-05	c.1915	Craftsman bungalow		6L	Oil Industry and Land Boom
19	327 Florence Ave E	022-082-10	1921	Prairie	K	6L	Oil Industry and Land Boom
20	332 Florence Ave E	022-083-03	c.1915	Craftsman bungalow		6L	Oil Industry and Land Boom
21	513 Florence Ave W	022-032-10	1932	Spanish Colonial Revival		6L	Great Depression/WWII
22	519 Florence Ave W	022-032-13	1912	Craftsman bungalow		6L	Oil Industry and Land Boom
23	521 Florence Ave W	022-032-14	1929	Craftsman bungalow		6L	Oil Industry and Land Boom
24	116 Francis Ave W	022-061-02	1922	Craftsman bungalow	C	6L	Early Agricultural Development
25	118 Francis Ave W	022-061-03	1925	Craftsman bungalow	K	6L	Oil Industry and Land Boom
26	125 Francis Ave W	022-025-26	1920	Craftsman cottage	C	6L	Oil Industry and Land Boom
27	128 Francis Ave W	022-061-05	1922	Craftsman bungalow	C	6L	Oil Industry and Land Boom
28	129 Francis Ave W	022-025-17	1920	Craftsman cottage	K	6L	Oil Industry and Land Boom
29	127 Greenwood Ave W	022-015-09	c.1930	Spanish Colonial Revival		6L	Oil Industry and Land Boom
30	310 Greenwood Ave W	022-022-15	c.1920	Craftsman cottage		6L	Oil Industry and Land Boom
31	351 Greenwood Ave E	022-494-06	c.1945	Ranch		6L	Post-WWII Period
32	403 Greenwood Ave W	022-011-09	c.1930	Tudor Revival		6L	Oil Industry and Land Boom
33	416 Greenwood Ave W	022-021-02	1922	Craftsman cottage		6L	Oil Industry and Land Boom
34	310 La Habra Blvd W	298-062-02	c.1920	Craftsman cottage		6L	Oil Industry and Land Boom
35	601 La Habra Blvd W	022-042-18	c.1955	Auto/Midcentury Modern		6L	Post-WWII Period
36	717 La Habra Blvd E	303-124-08	c.1955	Midcentury Modern		6L	Post-WWII Period
37	720 La Habra Blvd W	298-022-35	c.1925	Spanish Colonial Revival		6L	Oil Industry and Land Boom
38	740 La Habra Blvd E	298-131-01	c.1925	Spanish Colonial Revival multi-family		6L	Oil Industry and Land Boom
39	519 La Habra Blvd E	303-125-18	c.1920	Craftsman bungalow		6L	Early Agricultural Development
40	230 Lois St N	022-062-16	c.1915	Craftsman bungalow		6L	Oil Industry and Land Boom
41	235 Lois St N	022-055-10	1912	Craftsman bungalow	C	6L	Oil Industry and Land Boom
42	316 Lois St N	022-061-16	1929	SCR multi-family	C	6L	Oil Industry and Land Boom

43	530 McFadden St S	298-055-12	c.1920	Community Center		6L	Oil Industry and Land Boom; Citrus
44	532 McFadden St S	298-055-13	c.1920	Shotgun		6L	Oil Industry and Land Boom; Citrus
45	534 McFadden St S	298-055-14	c.1920	Shotgun		6L	Oil Industry and Land Boom; Citrus
46	600 McFadden St S	298-055-14	c.1920	Shotgun		6L	Oil Industry and Land Boom; Citrus
47	500 Park Place N	022-023-14	1924	Spanish Colonial Revival	C	6L	Oil Industry and Land Boom
48	124 Rose Ave W	022-025-04	1925	Craftsman bungalow	C	6L	Oil Industry and Land Boom
49	128 Rose Ave W	022-025-03	1923	Spanish Colonial Revival	K	6L	Oil Industry and Land Boom
50	703 Stearns Ave E	022-090-42	c.1920	Craftsman bungalow		6L	Oil Industry and Land Boom
51	370 Whittier Blvd E	022-503-20	c.1955	Tiki/Googie		6L	Post-WWII Period

Identification of Properties that Are Not Historically Significant

The majority (2,776) of the 2,853 properties that were inventoried in the survey were determined not to be historically significant as they do not appear to meet the National Register of Historic Places or the California Register of Historical Resources, or because they have been so significantly altered that they no longer possess enough historic integrity to convey their historical associations. Therefore, these properties were given a status code of 6Z (found ineligible for National Register, California Register or Local designation through survey evaluation). A full listing of these properties is provided in Appendix C. These properties are not considered to be historical resources for the purposes of CEQA.

Identification of Historically Significant Sites in the City Where Buildings are no Longer Extant

A list of historically significant sites is maintained by the La Habra Old Settlers Society. Those historically significant sites which no longer have extant buildings upon them are listed below for reference. This does not represent a complete list of properties provided by the Old Settlers Society, but includes sites for which the location could be verified and which no longer have buildings extant. Parcels which still have buildings extant were not included on this list.

Address	Significance
700 – 730 Beach Blvd N	Site of the Claude Ridgeway ranch; the larger Hass avocado grove in Orange County
Beach Blvd and La Habra Blvd	Called "Smith Corners" because all four corners of the intersection were owned by members of the Smith family
Vicinity of Beach Blvd and Imperial Hwy	Site of an early Gabrielino camp site
SE Corner of Beach Blvd and Imperial Hwy	Site of the Murphy Oil Company and Standard Oil properties
Beach Blvd S and railroad tracks	Site of shipping station for the Index Mutual packing house and walnut packing house, known as "Des Moines Station"
991 Buena Vista Ave W	Site of Beulah Simpson's Mission Church
300 California Street S	Site of the Wilson School, constructed in 1920, which was constructed to educated children of citrus workers
1057 Cypress St N	George Beck House; site of the first commercial avocado grove in Orange County
202 Erna Ave E	Site of Townsend Club meeting hall, one of La Habra's first gathering places
220 – 230 Euclid Street N	Site of Temple Baptist Church
Vicinity of Euclid St N and Whittier Blvd	Site of the Frank Bishop avocado shipping plant (list says 701 N Euclid but could not find on map, need to verify location)
100 Euclid Street S	Site of Jake Leutwiler residence
SE Corner of Euclid St and Imperial Hwy	Site of Tijuanita, the workers' camp on the Bastanchury ranch
731 Fonda Street N	F.X. Thuet/Rosenberger residence, constructed on what was a 15-acre ranch owned by the Thuet family, who were early Swiss settlers (house still there?)
100 La Habra Blvd E	Intersection of East La Habra Boulevard and Euclid Street was the site of the first Coy's general store and post office, which were gathering place for the early La Habra community
380 La Habra Blvd E	Site of Frank Austin ranch, where first school classes were held in the 1890s
410 La Habra Blvd E	Site of an early dance hall and then the Scout house, which was later moved to Stanton Avenue
418 - 424 La Habra Blvd E	Site of the Dunbar Cement Company
525 La Habra Blvd E	(Also 519 La Habra Blvd E) Residence remains extant, but site was larger and also contained an early dairy

	and barn, neither of which remain
716 La Habra Blvd E	Site of the original La Habra School
S Corner of La Habra Blvd E and Fonda St N	Site of the Thomas Warne residence and ranch
731 La Habra Blvd W	Site of the old La Habra fire station
NW Corner of La Habra Boulevard E and Harbor Blvd N	Site of the original El Camino Real bell, which was placed in 1906 in commemoration of the site where the El Camino Real turned towards the town of La Habra; bell was destroyed by a runaway wagon
101 Harbor Blvd S	Site of a World War II military watchtower
1252 Idaho Street N	Site of the Cawston Ostrich Farm
2201 Lambert Road E	Site of early residence, originally the Porter Ranch in the 1890s
540 Las Lomas Dr W	Site of Fred Bastanchury residence (home still there? Can't tell because of trees)
501- 521 Walnut St N	Site of the Klein House
521 Walnut St S	Site of 1897 Jacob Leutwiler residence
101 Whittier Blvd E	Site of Frank Bishop home; Bishop was a significant early rancher and developer
370 Whittier Blvd E	Site of Aldrich home and English Colony, one of the first development attempts in La Habra
401 – 501 Whittler Blvd E	Site of Nelson Launer residence and ranch
NW Corner of Whittier Blvd and Cypress St	Site of Claude Ridgeway ranch (residence was birthplace of local historian Esther Ridgeway Cramer)

Conclusion & Recommendations

The City of La Habra retained Galvin Preservation Associates Inc. (GPA) to conduct a historic architectural survey of the City. The survey included: 1) the development of a historic context; 2) the reconnaissance survey and inventory of all properties; 3) the updating of previous survey data from a 2007 survey; and 4) an intensive level survey of select properties within the survey area that may have individual historic significance. The survey was conducted between August and November 2011 and the final report was completed in July 2012.

Conclusions

The survey included the inventory of 2,853 properties within the City of La Habra which shall be maintained in a city database.

Previous Determinations:

(110) Properties were previously identified or evaluated in the previous study

As a result of this survey:

(28) Properties were determined to individually meet the California Register of Historical Resources. These properties were given a status code of 3CS.

(51) Properties were identified that may warrant special consideration in local planning. Should the City of La Habra establish a Mills Act program in the city, these properties may be eligible to enter into a Mills Act contract with the City. These properties were given a status code of 6L.

(2,776) Properties were evaluated within the identified historic contexts and determined not to meet the National Register or California Register designation criteria. These properties received a status code of 6Z.

No historic districts were determined to be present as a result of this survey.

Recommendations

After review of the City of La Habra Historic Survey data with the City Staff, GPA recommends that the City consider the following:

1. Consider implementing a Mills Act Property Tax Abatement program in the city. The Mills Act program would require the development of an Ordinance establishing procedures for property owners to enter into an agreement with the City to preserve their historic properties. The program would be voluntary and it could provide substantial property tax savings for property owners in exchange for a commitment by the property owner to maintain and preserve their property. The properties that meet the California Register criteria and potentially the list of properties identified with a 6L Status code would be eligible to voluntarily participate in the Mills Act program.

2. Coordinate with Old Settlers Historical Society, who may commemorate significant sites upon which a built resource no longer exists. One method of doing this is a plaque program, which could describe the site's significance, give brief biographical information (if the site is associated with a significant individual), and a historic photograph of the resource (if one exists).

3. Assist in the development of a walking tour that briefly highlights the history of the City and ties that history to extant properties.

4. Consider identifying the central core of the city as the Old La Habra Area. Define the proposed area with special signage to promote awareness and pride within the community. Work with local community groups to develop this area.

5. Post information from this survey on the City's website or otherwise make the information readily available to the public.

6. Update and integrate the survey findings into the existing environmental review process in accordance with the California Environmental Quality Act (CEQA).

List of Preparers and Acknowledgements

The City of La Habra Survey Report was prepared by Galvin Preservation Associates Inc. (GPA) under contract to the City of La Habra. The work was completed between November 2011 and May 2012. The GPA team members who participated with the survey are Andrea Galvin and Elysha Dory.

GPA worked under the direction of Roy Ramsland, Planning Manager with the City of La Habra's Community Development Department and Michael Haack, Director of Community and Economic Development.

Andrea Galvin, principal architectural historian with GPA, served as the overall project manager for this project. She has a Master of Science Degree from the University of Pennsylvania in Historic Preservation, a Certificate in Preservation Planning from Istanbul Technical University, and a Bachelor of Science Degree in Environmental Design from the University of California, Davis. Ms. Galvin was the primary contact person for the City; she peer reviewed the historic context and DPR 523 A forms, presented the preliminary survey findings to the City Council, and conducted the public outreach component of the project.

Elysha Dory, architectural historian II with GPA, conducted the reconnaissance survey and prepared the draft historic context and overall summary report. Ms. Dory has a Bachelor of Arts degree in History from the College of William and Mary in Williamsburg, Virginia and a Master of Historic Preservation from the University of Southern California.

The GPA key team members meet the Secretary of Interior's Professional Qualifications for History and/or Architectural History as set forth in 36 CFR Part 61.

Thank You!

A special thanks goes out to the following people who assisted with the preparation of this report, including research, photography of properties, and peer review of the draft historic context statement for the City.

City Staff /Volunteers:

- Roy Ramsland, Planning Manager
- Michael Haack, Director of Community and Economic Development
- Suzette Eschberger, Archivist, La Habra Historical Museum
- Kent Roberts, Old Settlers Historical Society
- Esther Cramer (deceased), community member and local historian

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Appendix A - Maps

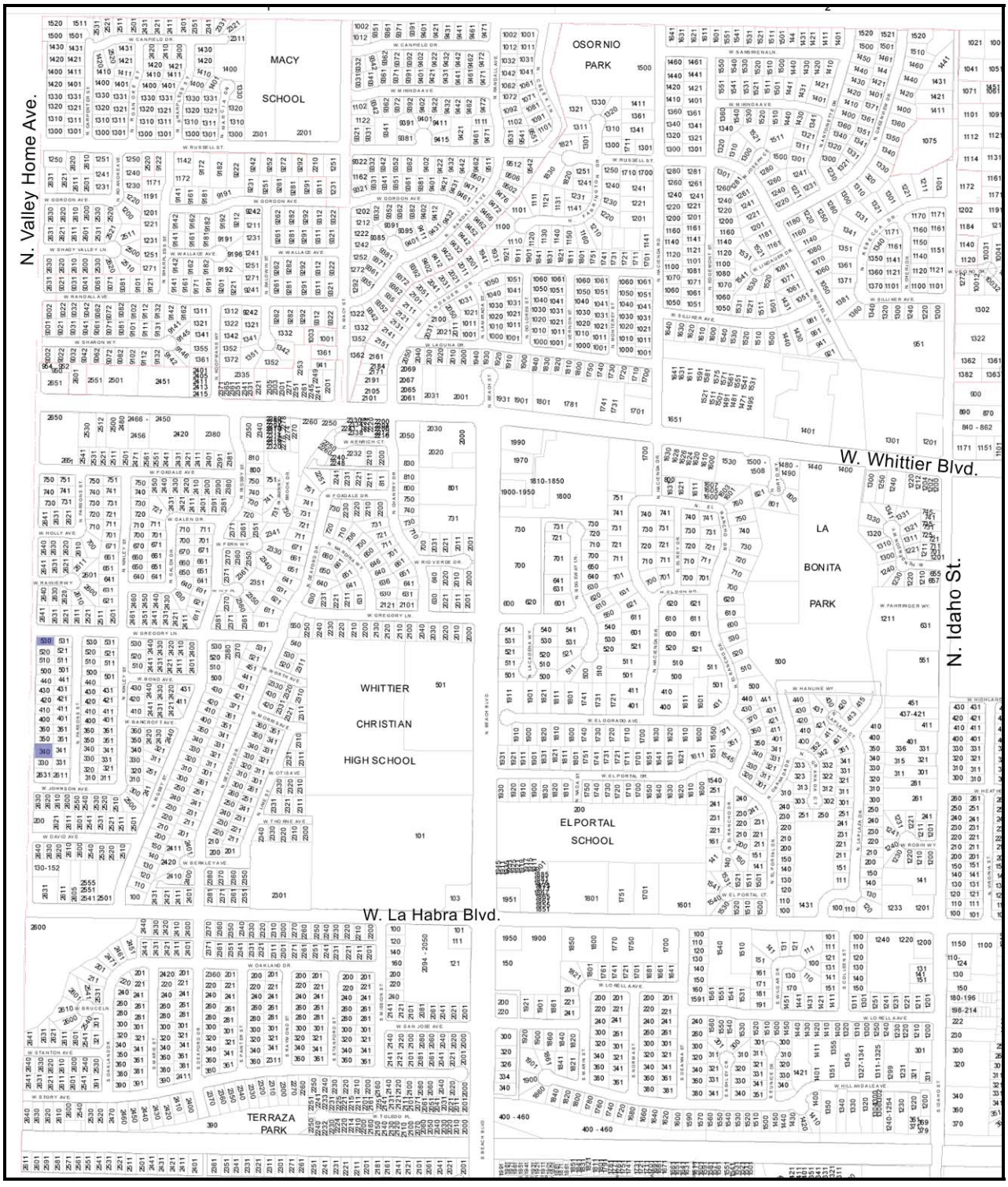


Figure 1: Map showing results of the Phase I survey, the northwest portion of survey area, bounded by Whittier Boulevard, Idaho Street, La Habra Boulevard, and Valley Home Avenue. Surveyed properties are indicated in blue.

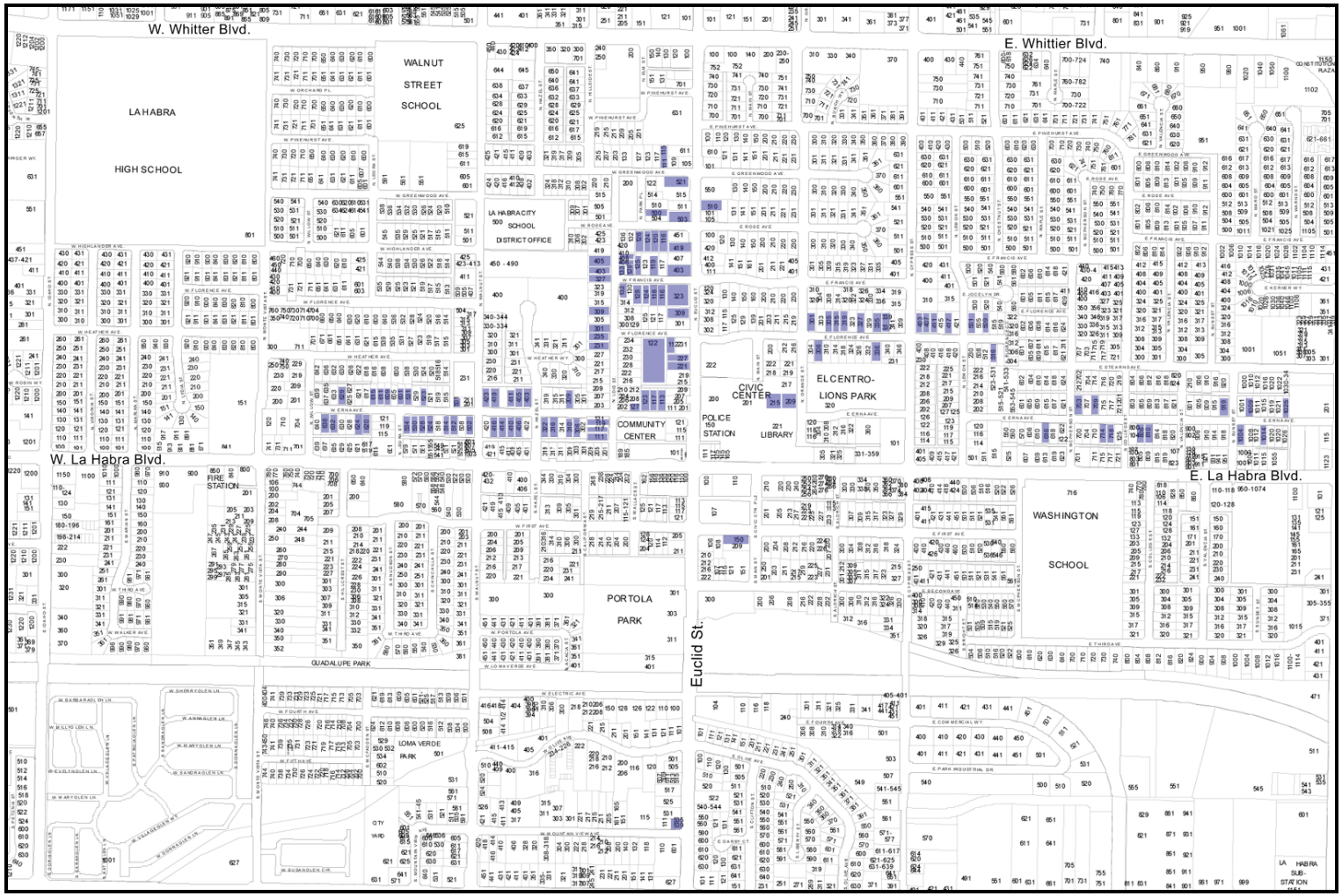


Figure 2: Map showing results of the Phase I survey, the remainder of the survey area, bounded by Whittier Boulevard, Harbor Boulevard, Idaho Street, and Lambert Road. Surveyed properties are indicated in blue.

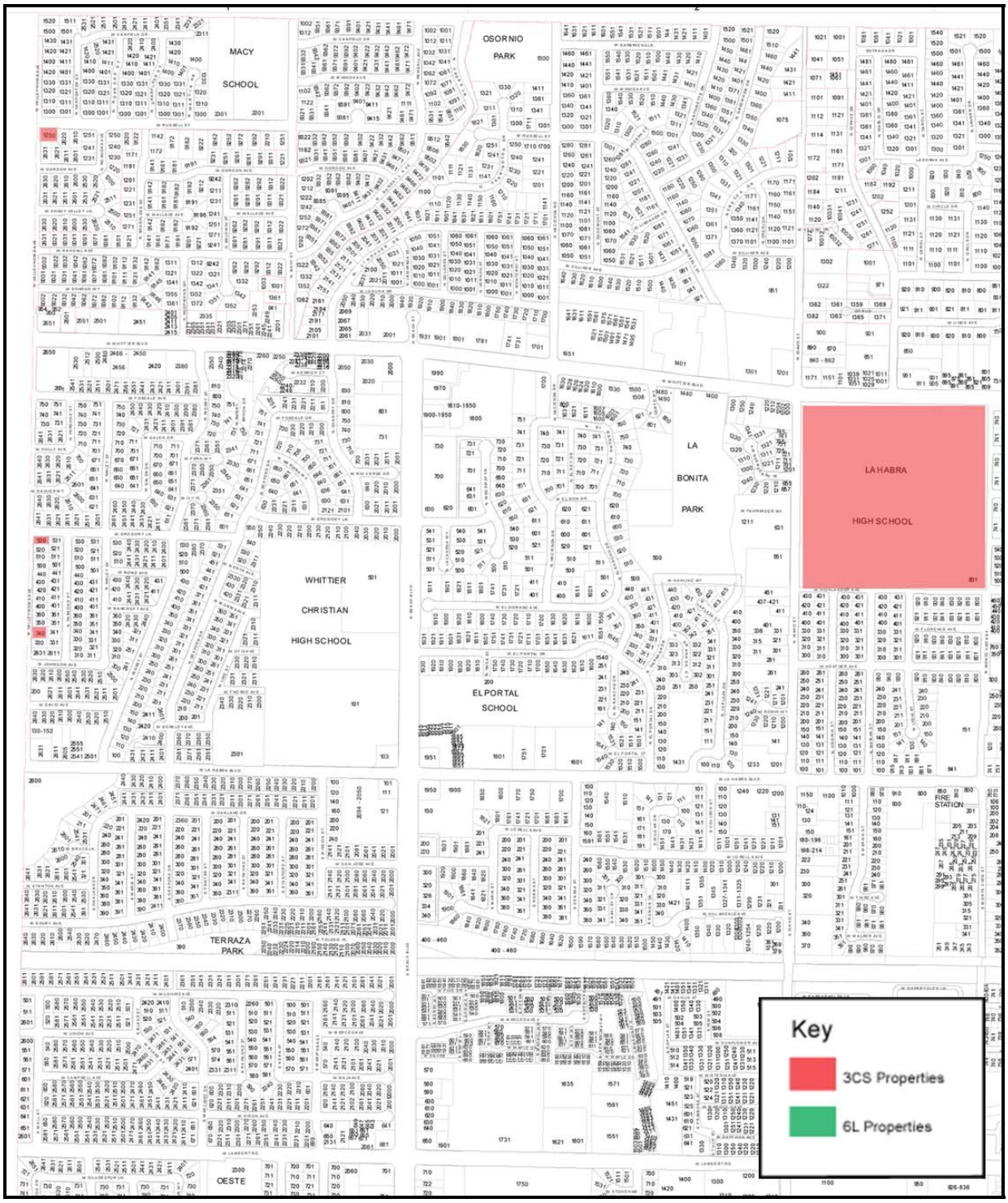


Figure 3: Map showing results of Phase II survey, including properties eligible for the California Register of Historical Resources and those that may warrant special consideration in the planning process. The map shows the portion of the survey area bounded by the city boundaries on the north and west, Monte Vista Street on the east, and Lambert Road on the south.

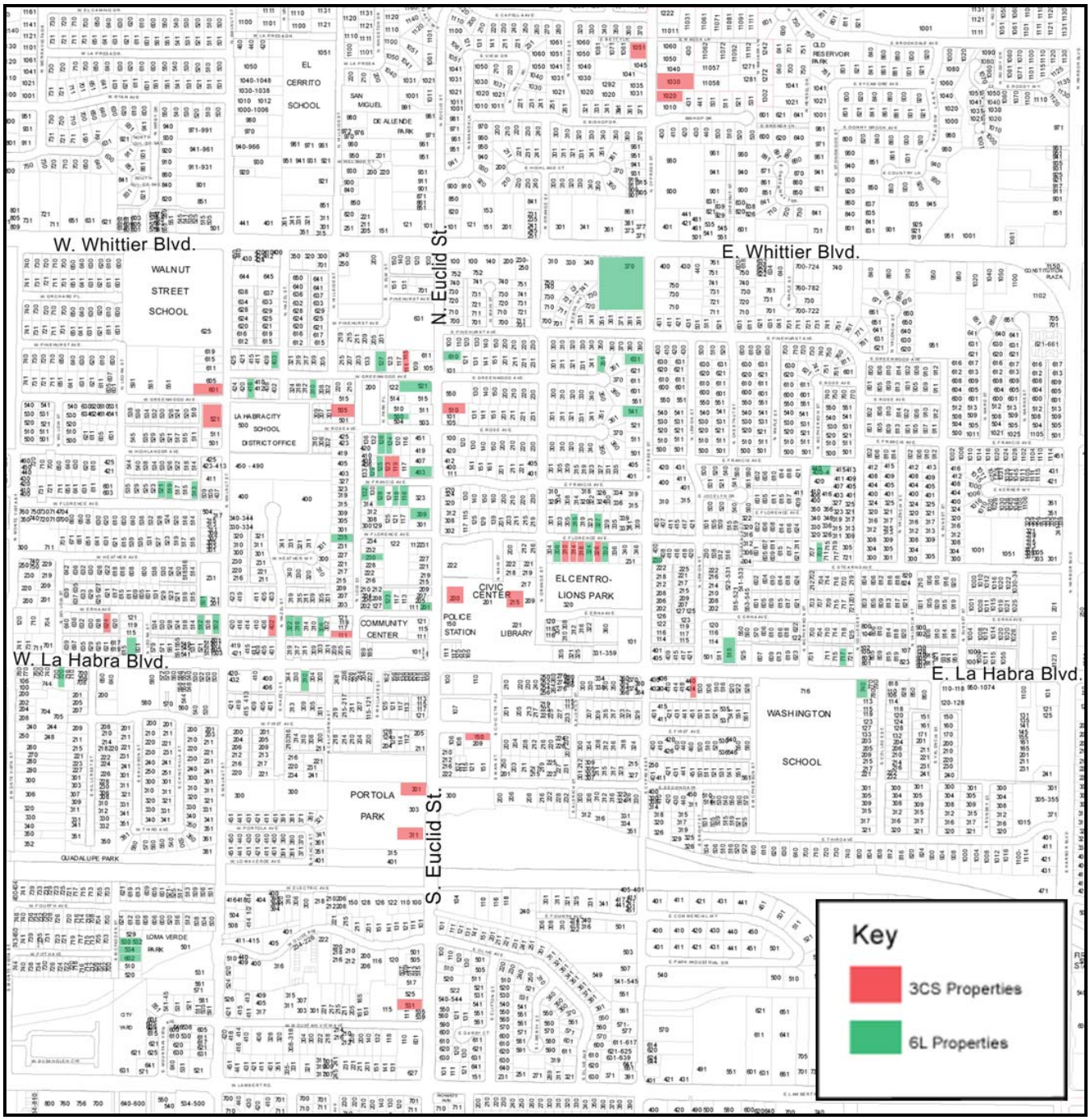


Figure 4: Map showing results of Phase II survey, including properties eligible for the California Register of Historical Resources and those that may warrant special consideration in the planning process. The map shows the portion of the survey area bounded approximately by Whittier Boulevard, Harbor Boulevard, Lambert Road, and Monte Vista Street.

Appendix B – DPR Forms

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 1020 N Cypress Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 1020 N Cypress Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 303-101-13

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 1020 North Cypress Street is a single-family residence that was constructed c.1910 in the Craftsman style. It is located on the western portion of its lot and faces west. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with wood siding. The building is covered by a low pitched, front-gabled roof with lower side-facing gables on the north and south elevations. The roof is covered with composite roofing material. There is a full-width porch on the primary elevation; it is supported by rectangular wood piers on battered concrete bases. The main entry is located on the south side of the primary elevation beneath the porch and consists of a single door with a wide wood frame. It is covered by a wood screen. There are two fixed wood windows with multi-light top sashes on the primary elevation. Other windows consist of tripartite wood windows with multi-light top sashes. Decorative elements of the building include exposed roof beams, extended lintels over the windows and a vent beneath the front-facing gable. Landscaping elements include a grass lawn, trees, bushes, and flowers. There is a detached garage to the east of the residence. It is a later addition to the property.

The condition of the residence is excellent. There appear to be few alterations beyond the addition of the detached garage to the rear of the residence. Character-defining features include wood siding, wide wood window and door frames, battered pier bases, vertical slat porch railings, exposed roof beams, and a vent beneath the front-facing gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
West Elevation Lkg E, 9-20-2011

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1910; Visual observation

***P7. Owner and Address:**
Lawrence E. and Michele Lackey
1020 North Cypress Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 3/15/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 1030 N Cypress Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 1030 N Cypress Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 303-101-49

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 1030 North Cypress Street is a single-family residence that was constructed c.1925 in the Spanish Colonial Revival style. It is located on the western portion of its lot and faces west. It is a one-story rectangular residence with a concrete foundation and two slightly protruding bays on either end of the primary elevation. The primary elevation is asymmetrical. The exterior is clad with smooth stucco. The building is covered by a flat roof with clay tile coping. The main entrance is located beneath an entry porch supported by wrought iron posts and topped with a metal awning. The main entry is not visible. The building's windows consist of wood multi-light windows that are only partially visible due to the addition of awnings above them. Decorative elements of the building include clay vigas along the parapet. Landscaping elements include a grass lawn, trees, bushes, and flowers.

The condition of the residence is excellent. Alterations are minimal and include the addition of awnings above the building's windows and main entrance. Character-defining features include the flat roof with clay tile coping, smooth stucco exterior wall cladding, and multi-light wood windows.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
West Elevation Lkg. NE, 9-20-2011

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1925; Visual observation

***P7. Owner and Address:**
Julia A. Scott
1030 North Cypress Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 3/15/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 1051 N Cypress Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 1051 N Cypress Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 017-301-20

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 1051 North Cypress Street is a single-family residence that was constructed c.1915 in the Craftsman style. It is located on the eastern portion of its lot and faces east. It is a two-story rectangular residence. The primary elevation is asymmetrical. The exterior is clad with wood siding. The building is covered by a low pitched front-gabled roof that has a side gable a portion of over the north elevation. The roof is clad with composite roofing material. There is a partial-width porch, beneath which is located the main entrance. The main entrance is obscured from view. There is a set of multi-light French doors on the primary elevation. Windows throughout the residence consist of single-light windows, paired with a multi-light top sash, and multi-light canted bay window. Decorative elements include exposed roof beams and vents beneath the gables. Landscaping elements include a grass lawn, trees, and flowers. The property is surrounded by a wood fence.

The condition of the residence is excellent. Alterations include the replacement of some windows and the addition of shutters around some windows as well as the addition of one set of French doors. Character-defining features include wood siding, exposed roof beams, and vents beneath the gables.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg SW, 9-20-2011

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1915; Visual observation

***P7. Owner and Address:**
Joe T. Valencia
1051 North Cypress Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 3/15/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 541 N. Cypress Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** **Date** **T** ; **R** ; **1/4 of** **1/4 of** **Sec** ; **B.M.**

c. Address 541 N. Cypress Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone ; mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-494-28

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 541 North Cypress Street is a single-family residence that was constructed c.1920 in the Craftsman style. It is located on approximately the center of its lot and faces east. It is a one-story residence with a rectangular plan and a concrete foundation. The primary elevation is asymmetrical. The exterior is clad in wood siding. The building is covered by a steeply pitched front-gabled roof. The roof is covered with composite roofing material and has wide overhanging eaves. There is a shed roof dormer set into the south side of the roof. There is a full-width porch with a front-gabled roof on the primary elevation. It is supported by pairs of thin rectangular piers connected by latticework. The main entry door is located beneath the porch and consists of a wood paneled door with ovular light. Windows consist of one-over-one double-hung wood windows. There is a detached garage located to the rear of the parcel. Decorative elements include wood bargeboards along the roof eaves and wood porch piers. Landscaping elements include a grass lawn and small palm trees.

The condition of the residence is excellent. Alterations include the addition of a shed roof overhang on the north elevation, addition of a detached garage to the rear of the residence, and replacement of the porch piers and main entry door. There appears to be an addition on the rear of the building in the form of a porch, but this is difficult to determine from the public right-of-way. Character-defining features include rectangular massing and plan, steeply pitched roof, shed roof dormer, one-over-one double-hung wood windows, front-gabled porch, and louvered vent beneath the porch gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation, Lkg NW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1920; Visual Observation

***P7. Owner and Address:**
Loksarang D. Hardas
6370 Altura Boulevard
Buena Park, CA 90620

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 631 N. Cypress Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 631 N. Cypress Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-494-08

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 631 North Cypress Street is a single-family residence that was constructed c.1915 in the Craftsman style. It is located on approximately the center of its lot and faces east. It is a one-story residence with a roughly rectangular plan and a concrete foundation. The primary elevation is asymmetrical. The exterior is clad in wood siding. The building is covered by a low pitched front-gabled roof. The roof is covered with composite roofing material and has wide overhanging, boxed eaves. There is an exterior stucco-covered chimney on the east side of the north elevation. There is a partial-width entrance porch with a shed roof midway along the primary elevation; it is supported by rectangular piers and has exposed roof beams. The main entrance is located beneath the entrance porch and consists of a wood door with four vertical lights and multi-light sidelights. Windows consist of a tripartite window with one-over-one double-hung and fixed windows and single one-over-one double hung windows; all visible windows have their original wood frames. Decorative elements include exposed roof beams on roof and porch, vent beneath the primary elevation's roof eave, and multi-light sidelights. Landscaping elements include a grass lawn, trees, and bushes.

The condition of the building is good to excellent. Character-defining features include rectangular plan, asymmetrical primary elevation, wood siding, exterior chimney, exposed roof beams, vent beneath the roof gable, double-hung one-over-one wood windows with wood frames, and wood door with vertical lights and multi-light sidelights.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation, Lkg SW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1915; Visual Observation

***P7. Owner and Address:**
Richard Fierro
631 North Cypress Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 1004 E Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 1004 E Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 303-114-01

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 1004 East Erna Avenue is a multi-family residence that was constructed in 1930 in the Spanish Colonial Revival style. It is located on the southern portion of its parcel and faces west. It consists of two buildings. Building A is located on the northern portion of the parcel and faces north. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is covered in textured stucco. The building is covered by a flat roof whose perimeter is covered with terra cotta tile. One main entry is located beneath a protruding entrance porch with an archways cut into the walls and front-gabled roof with composite roofing material. The entry is covered by a security screen and is not visible. There are two windows on the primary elevation that are of undetermined material and a band of three wood frame windows with multi-light top sashes. A second entry is located on the west elevation onto North Sunset Street. It is located beneath a protruding entrance porch with an archways cut into the walls and front-gabled roof with composite roofing material. There is a secondary door located approximately midway along the west elevation that is obscured. The west elevation has two wood frame double-hung windows, one window that appears to have been replaced, and one window that is obscured.

Building B is located to the south of Building A; it faces west onto North Sunset Street. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is covered in textured stucco. The building is covered by a flat roof whose perimeter is covered with terra cotta tile. The main entry is located beneath a protruding entrance porch with arched openings cut into it and a shed roof. The entrance porch roof is covered with terra cotta tiles. There are two windows on the primary elevation, but they are obscured by foliage and an awning.

***P3b. Resource Attributes:** (List Attributes and codes) HP03. Multiple Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North and West Elevations Lkg. SE, 11-1-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1930; City of La Habra

***P7. Owner and Address:**
Juan and Maria Casas
436 North McPherson Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

DPR 523A (01/04) ***Required Information**

P3a. Description (Continued from Page 1): Decorative elements of both buildings include archways and terra cotta roof tiles. Landscaping elements include a grass lawn, bushes, and palm trees. There is a detached garage with textured stucco exterior cladding and a flat roof with terra cotta tiles to the south of Buildings A and B.

The condition of the buildings is good. Alterations include the replacement of the exterior stucco and the addition of a security door over the main entry that faces onto East Erna Avenue. Alterations may also include the replacement of some windows, but this is difficult to determine because of limited visibility. Character-defining features include multi-light windows, archways, and terra cotta roof tiles.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 1009 E Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 1009 E Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 303-113-11

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 1009 East Erna Avenue was constructed in 1929 in the Spanish Colonial Revival style. It is located on the southern portion of its parcel and faces south. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is symmetrical. The exterior is covered in stucco. The building is covered by a flat roof with parapet and terra cotta roof tiles and two protruding bays on the primary elevation that are covered with front-gabled roofs with composition roofing material. There is a porch midway along the primary elevation. The main entry is located beneath the porch and faces east. It consists of a door covered by a security screen and has a door frame of undetermined material. There are three vinyl multi-light sliding windows on the primary elevation. Decorative elements of the building include terra cotta roof tiles and exposed rafter tails. Landscaping elements include a grass lawn, bushes, and a mature tree.

The condition of the building is good. Alterations include the replacement of the stucco on the exterior of the building, replacement of the windows on the primary elevation, addition of non-original metal porch piers midway along the primary elevation, possible addition of a non-original roof that creates the porch, and addition of a security screen over the main entry. Character-defining features include flat roof with parapet and terra cotta roof tiles and exposed rafter tails. No other character-defining features remain.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. N, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1929; City of La Habra

***P7. Owner and Address:**
Maria Magdalena Barba
850 Greenway Terrace
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 1014 E Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 1014 E Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 303-114-04

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 1014 East Erna Avenue is a single-family residence that was constructed in 1929 in perhaps the Spanish Colonial Revival style, though few of the character-defining features of the building remain. It is located on the northern portion of its parcel and faces north. It is one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical and has a protruding bay on the west side of the elevation. The exterior is clad in stucco. The building is covered by a flat roof with low pitched triangular parapets over the primary elevation. There is a narrow porch with a half-hipped terra cotta tiled roof midway along the primary elevation. It is supported by one rectangular pier. The main entry is located beneath the porch and is covered by a security screen. There are two aluminum one-by-one sliding windows on the primary elevation. Decorative elements are minimal; one consists of the terra cotta roof tiling over the porch. Landscaping elements include a grass lawn and small bushes.

The condition of the building is good to fair. Alterations include the likely removal of terra cotta tile along the roof parapet, replacement of the exterior stucco cladding, and replacement of the windows on the primary elevation. There are few character-defining features on the building.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1929; City of La Habra

***P7. Owner and Address:**
John I. Railey
431 Jasmine Drive
Brea, CA 92821

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 1025 E Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 1025 E Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 303-113-06

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 1025 East Erna Avenue is a single-family residence constructed in 1929 in the Mission Revival style. It is located on the southern portion of its parcel and faces south. It is a one-story, rectangular building that sits on a concrete foundation. The primary elevation is symmetrical and has two bays. The exterior is clad in stucco. The building is covered by a flat roof with parapet with red terra cotta tiles. There is a deeply recessed porch with arches spanning much of the south elevation. The main entry is located midway along the south elevation beneath the porch and consists of what appears to be a non-original door covered by a security screen. There are two windows on the primary elevation. They are symmetrically spaces and consist of one group of four narrow, wood sash single-light windows; the window on the west side of the primary elevation is not visible due to foliage. Decorative elements include the parapet over the roof and porch and the arches on the porch. Landscaping elements include a grass lawn. There is a detached garage to the east of the residence at the rear of the property.

The condition of the residence is good. Alterations include the application of non-original stucco, though the building would original have a stucco exterior. Character-defining features include terra cotta tiles, roof parapet, and arches around the porch.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation, Lkg N, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1929; City of La Habra

***P7. Owner and Address:**
William J. and Cheryl A. Haire
1025 East Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 616 E Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 616 E Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 303-125-12

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 616 East Erna Avenue is a single-family residence that was constructed in 1923 in no particular style. It is located on the northern portion of its lot and faces north. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is covered in stucco. The building is covered by a flat roof with parapet. There is a partial-width porch with a shed roof centered on the primary elevation. The porch is supported by a rectangular pier on the east side; the west side of the porch is made up of a protruding bay. The main entry is located approximately midway along the primary elevation beneath the porch. The main entry consists of a door with wood frame covered by a security screen. There are two wood sash one-over-one double-hung windows on the primary elevation. Decorative elements are minimal and include the parapet along the roof. Landscaping elements include a grass lawn, bushes, and flowers.

The condition of the building is good. Alterations include the addition of a security screen over the main entry.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1923; City of La Habra

***P7. Owner and Address:**
Walter P. Boehringer
401 West Skyline Drive
La Habra Heights, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/14/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 703 E Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 703 E Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 303-123-13

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 703 East Erna Avenue is a single-family residence that was constructed in 1925 with Classical influences. It is located on the southern portion of its parcel and faces south. It is a one-story, rectangular residence. The primary elevation is asymmetrical. The exterior is covered in wood siding. The building is covered by a side-gabled roof clad in composite roofing material. There is a chimney on the west side of the primary elevation. There is a narrow front-gabled porch located midway along the primary elevation. It is supported by Classical Ionic columns. A non-original metal porch rail surrounds the porch. The main entry is located beneath the porch and consists of a non-original wood panel door with oval light within the original wood frame. It is flanked by original multi-light sidelights. There are two vinyl multi-light windows within original wood frames on the primary elevation. These windows also occur on the west elevation. Decorative elements include Classical Ionic columns supporting the porch, and a vent beneath the porch gable.

The condition of the building is good. Alterations include the replacement of the front door, though it is still located within the original frame, the replacement of the windows on the south and west elevations, and the addition of a non-original porch rail.

Character-defining features include wood siding, front-gabled porch, Classical Ionic porch columns, and door with sidelights, though the door itself has been replaced.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. N, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1925; City of La Habra

***P7. Owner and Address:**
Omar Barcenas
703 East Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/14/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 709 E Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 709 E Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 303-123-11

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 709 East Erna Avenue is a single-family residence that was constructed in 1926 in the Tudor Revival style. It is located on the southern portion of its lot and faces south. It is a one-story, L-shaped residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is covered in stucco. The building is covered by a steeply pitched side-gabled roof with clipped gable ends. The roof is covered with composite roofing material. There is a tapered brick chimney located on a protruding bay midway along the primary elevation. The main entry is located beneath a recessed, arched entryway and is not visible. There are three windows to the east of the main entry on the primary elevation. They consist of two vinyl multi-light double-hung windows with fanlights and one vinyl multi-light window. There is also one multi-light vinyl window covered with stucco lattice-work to the west of the main entry. Decorative elements of the building include lattice-work cut into the exterior on the west side of the primary elevation, an archway over the main entry, and arched windows. Landscaping elements include a grass lawn and palm trees.

The condition of the building is good. Alterations include the replacement of the windows on the primary elevation and the re-cladding of the porch stairs with brick.

Character-defining features include the arched windows and entryway, lattice-work on the primary elevation, and stucco exterior cladding.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. N, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1926; La Habra Historic Resources Inventor

***P7. Owner and Address:**
Carlos Valdes
709 East Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 12/6/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 714 E Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 714 E Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 303-124-04

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 714 East Erna Avenue is a single-family residence that was constructed in 1933 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, L-shaped residence with a concrete foundation. The primary elevation is symmetrical. The exterior is covered in wood siding. The building is covered by a moderately pitched side-gabled roof with clipped gable ends. The roof is covered with composite roofing material. There is a brick chimney near the center of the roof on the east side. There is a partial-width front-gabled porch with a clipped gable end midway along the primary elevation. It is supported by rectangular wood piers. The main entry is located beneath the porch midway along the primary elevation. It consists of a door covered by a screen; it retains its original its original wood frame. There are two wood frame windows with non-original sashes on the primary elevation. Decorative elements of the building include exposed rafter tails and exposed roof beams. Landscaping elements include a grass lawn, bushes, and a concrete and wrought iron fence. There is an addition to the rear of the residence.

The condition of the building is good to excellent. Alterations include the replacement of the windows on the primary elevation, though they retain their wood frames and an addition to the rear of the building. Character-defining features include wood siding, narrow front-gabled porch, clipped gables, exposed rafter tails, and exposed roof beams.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. S, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1933; City of La Habra

***P7. Owner and Address:**
Armida M. Luna
713 East Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 718 E Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 718 E Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 303-124-05

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 718 East Erna Avenue is a single-family residence that was constructed in 1918 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with textured stucco. The building is covered by a steeply pitched front-gabled roof and composite roofing material. There is a recessed porch supported by rectangular porch piers on the west side of the primary elevation. The main entry is located beneath the porch and is not visible. There are two multi-light vinyl windows on the east side of the primary elevation and one window beneath the porch that is not visible. Decorative elements of the building include exposed rafter tails and a vent beneath the gable. Landscaping elements include a grass lawn and bushes.

The condition of the building is good. Alterations include the replacement of the exterior cladding with textured stucco and replacement of the visible windows on the primary elevation. Character-defining features include rectangular plan, steeply pitched front-gabled roof, and exposed rafter tails.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SW, 11-9-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1918; City of La Habra

***P7. Owner and Address:**
Abel and Hayde Salgado
718 East Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 11/28/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 806 E Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 806 E Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 303-116-02

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 806 East Erna Avenue is a single-family residence that was constructed in 1920 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with wood siding. The building is covered by a moderately pitched front-gabled roof and composite roofing material. There is a partial-width front-gabled porch supported by rectangular wood piers on the west side of the primary elevation. The main entry is located beneath the porch and consists of a door covered by a security screen. There is a one-over-one window on the west side of the primary elevation. Decorative elements are minimal. Landscaping elements include a grass lawn and bushes.

The condition of the building is good. Alterations include the replacement of the window on the primary elevation and addition of a security screen over the main entry. Character-defining features include the rectangular plan, front-gabled roof and porch, and wood siding.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. S, 11-7-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1920; City of La Habra

***P7. Owner and Address:**
Elroy Schoppa
1011 Shelburne Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 11/28/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 812 E Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 812 E Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 303-116-03

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 812 East Erna Avenue is a single-family residence that was constructed in 1941 in the Minimal Traditional style. It is located on the northern portion of its parcel and faces north. It is a one-story, L-shaped residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is covered in stucco. The building is covered in a moderately pitched cross gabled roof with a hipped gable end over the east elevation. The roof is covered with composite roofing material. The main entry is located beneath an entrance porch on the west side of the primary elevation. It consists of a door covered with a security screen. There are three wood frame multi-light windows on the primary elevation; one is flanked by wood shutters. Decorative elements are minimal and include scalloped shingles beneath the front-facing gable. Landscaping elements include a grass lawn and bushes.

The condition of the building is good. Alterations appear to be minimal and include the addition of a security screen over the main entry. Character-defining features include the L-shaped plan and protruding bay, multi-light windows, stucco exterior, and minimal ornamentation.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. S, 11-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1941; City of La Habra

***P7. Owner and Address:**
Joaquin Cerda Jr.
661 North Valencia Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 12/5/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 919 E Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 919 E Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 303-112-06

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 919 East Erna Avenue is a single-family residence that was constructed in 1928 in the Spanish Colonial Revival style. It is located on the center of its parcel and faces east. It is one-story, L-shaped residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is covered in stucco. The building is covered by a moderately pitched side-gabled roof with composite roofing material on the south side of the building and a flat roof with terra cotta tiles on the north side of the building. There is a recessed porch with an archway on the south side of the primary elevation. The main entry is located beneath the porch and is not visible. There are two frame multi-light windows of undetermined material adjacent to the main entry beneath the porch, a multi-light window of an undetermined material on the primary elevation to the north of the main entrance, and a wood sash multi-light window with an arch that is now filled in but may have once been part of the window. Both multi-light windows are topped with awnings. Decorative elements include rolled eaves, the arches around the recessed porch, and the arch that may have once been part of a window. Landscaping elements include a grass lawn and bushes.

The condition of the building is good. Alterations include the addition of awnings over two of the windows on the primary elevation and the possible replacement of the windows adjacent to the main entry. Character-defining features include terra cotta roof tiles, archways, stucco exterior cladding, and an arch above the window on the west side of the south elevation.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South and East Elevations, Lkg. NW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1928; City of La Habra

***P7. Owner and Address:**
Janice Cortez
15363 Regalado Street
Hacienda Heights, CA 91745

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 113 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 113 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-062-11

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 113 West Erna Avenue is a single-family residence constructed in 1917 with Craftsman stylistic influences. It faces south and is located in the southern portion of its parcel. It is a one-story, rectangular, wood-framed residence. The primary façade is asymmetrical. The exterior is clad in wood clapboard siding. It is covered by a moderately pitched, front-gabled roof with wide overhanging eaves. The main entry is located on the east side of the south elevation beneath the porch and faces east. It consists and is not visible. There is one window on the primary elevation. It is located in the western portion of the elevation. It consists of a non-original multi-light vinyl window with the original wood frame. Decorative elements of the residence include a vent beneath the front gable. Landscaping elements include a grass lawn, bushes, and a palm tree to the west of the residence.

The condition of the building is good. Alterations include the replacement of the wood window on the primary elevation with a vinyl window, though the wood frame remains intact.

Character-defining features include the double front-facing gables, wood siding, and vent beneath the gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. N, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1917; City of La Habra

***P7. Owner and Address:**
Cruz A. Carrillo
113 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 117 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 117 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-062-12

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 117 West Erna Avenue is a single-family residence that was constructed in 1918 in the Craftsman style. It is located in the southern portion of its parcel and faces south. It is a one-story, rectangular residence. The primary elevation is asymmetrical. The residence has been altered. The building sits on a concrete foundation. The exterior is clad with non-original stucco. It is covered by a moderately pitched front-gabled roof made of composite roofing material. There is an engaged porch on the west side of the primary elevation that is supported by rectangular piers covered in non-original stucco. The main entry is located on the south elevation and consists of a door covered by a security screen within the original wood frame. There are two wood windows on the primary elevation. One is a pair of wood sash one-over-one, double-hung windows and the other is a tripartite single-light window that has been added or replaced the original window. The residence has few to no decorative elements remaining on the primary elevation. Landscaping elements include a grass lawn and palm trees of varying sizes.

Also located on the parcel is a residence to the rear of the primary residence. It is located in the northern portion of the parcel and appears to be non-original.

The condition of the residence is fair. Alterations include replacement or covering of the original siding with stucco and addition or replacement of the window to the west of the main entry. A security screen has been added over the main entry.

Character-defining features include the wood frame windows and moderately pitched roof.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1918; City of La Habra

***P7. Owner and Address:**
Stephen C. Weaver
117 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 123 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 123 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-062-13

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 123 West Erna Avenue is a single-family residence constructed in 1918 in Craftsman style. It is located on the southern portion of its parcel and faces south. It is a one-story, rectangular, wood-frame residence. The primary façade is symmetrical. The residence sits on a concrete foundation and is clad with wood clapboard siding. It is covered by a moderately pitched roof. The residence has a brick chimney located at the southwest corner of the roof. There is a partial-width porch located on the west side of the primary façade. It is supported by pairs of rectangular wood piers. The main entry is located beneath the porch approximately midway along the south elevation and consists of a door with its original wood frame that has been covered by a security screen. There are two windows on the primary elevation. They are asymmetrically spaced and consist of one wood frame double-hung window and one wood sash tripartite double-hung window. Other windows throughout the residence consist of wood frame windows on the west elevation that are obscured by screens. Decorative elements include wood knee braces and vents beneath the gables. Landscape elements include a grass lawn, flower plantings, and bushes.

The condition of the building is excellent. Alterations include the addition of a security door.

Character-defining features include the double front-facing gables, wood siding, wood windows, rectangular porch piers, vent beneath the gables, and decorative knee braces.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1918; City of La Habra

***P7. Owner and Address:**
Janice Pennington
123 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 127 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 127 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-062-26

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 127 West Erna Avenue is a single-family residence that was constructed in 1921 in the Craftsman style. It is located on the southern portion of its parcel and faces south. It is a one-story, L-shaped residence. The primary elevation is asymmetrical. The residence sits on a concrete foundation. The exterior is clad with wood siding. The residence is covered by a moderately pitched, cross-gabled roof. The residence has a carport on the east elevation that is created by the extension of the roof. There is a front-gabled porch on the west side of the primary elevation. It is supported by pairs of rectangular wood piers. The main entry is located beneath the porch on the south elevation and consists of a wood frame door covered by a security screen. There are two windows on the primary elevation. They consist of asymmetrically space, non-original multi-light vinyl windows within their original wood frames. Decorative elements include a vent beneath the front gable and exposed roof beams. Landscaping elements includes a grass lawn and flower beds adjacent to the residence. Also located on the parcel to the rear of the primary residence is a non-original multi-family residence.

The condition of the building is good. Alterations include replacement of the windows with vinyl windows, the likely replacement of the original porch and foundation cladding with brick and tile, and the addition of a security screen.

Character-defining features include the moderately pitched roof, wood siding, wood porch piers, and exposed roof beams.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. N, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1921; City of La Habra

***P7. Owner and Address:**
Francisco and Alejandra Salas
127 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 306 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 306 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-052-05

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 306 West Erna Avenue is a multi-family residence (converted from a single-family residence) that was constructed in 1919 in the Craftsman style. It is located in the northern portion of its parcel and faces north onto West Erna Avenue. It is a one-story, rectangular, wood-framed residence. The primary elevation is asymmetrical. The residence sits on a concrete foundation. The exterior is clad in wood siding. The building is covered by a low-pitched, front-gabled roof. The residence has one chimney located on the northwest side of the roof. There is a front-gabled porch located along the center of the primary elevation. It is supported by rectangular wood piers. There are two main entrances. One of the entrances is not original and is located where a window once was. The original main entrance is located midway along the primary elevation beneath the porch and consist of a door within its original wood frame and obscured by a security screen. The non-original entrance is located to the west of the original entrance between two windows. There are two sets of windows on the primary elevation. The intact set consists of a wood sash tripartite one-over-one window flanked by two one-over-one double-hung windows. The altered set of windows consists of two one-over-one double-hung wood windows. The non-original door stands between them where a window was once located. Decorative elements include exposed roof beams and a vent beneath the front-facing gable. Landscaping elements include a grass lawn and a small palm tree.

The condition of the residence is fair. Alterations to the building include the replacement of a window with a door and the re-cladding of the bottom of the porch supports with stucco and the porch stairs with brick veneer.

Character-defining features include wood siding, exposed roof beams, and vent beneath the gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP03. Multiple Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1919; City of La Habra

***P7. Owner and Address:**
Richard Correa
1231 Lorella Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 309 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 309 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-055-22

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 309 West Erna Avenue is a single-family residence that was constructed in 1923 in the Craftsman style. It is located on the southern portion of its parcel and faces south onto West Erna Avenue. It is a one-story, rectangular, wood-framed residence. The primary elevation is symmetrical. The residence sits on a concrete foundation. The exterior is clad in stucco. The building is covered by a low-pitched, cross-gabled roof made of composite roofing material. There is a chimney located on the center of the roof. There is a front-gabled porch located midway along the primary elevation. It is supported by rectangular piers clad with stucco. The main entrance is located on the south elevation beneath the porch. The door is covered by a security screen. There are three sets of windows on the primary elevation. They are symmetrically spaced and consist of wood sash, double-hung windows and tripartite windows consisting of one-over-one windows flanked by one-over-one double-hung windows. There are few decorative elements remaining. Landscaping elements include a grass lawn, palm trees, and bushes adjacent to the residence.

The condition of the residence is fair to poor. Alterations include the replacement of the original siding with stucco and the addition of a security door over the main entrance.

There are few character-defining features remaining on the building.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. N, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1923; City of La Habra

***P7. Owner and Address:**
Ygnacio and Alma Juarez
309 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 310 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 310 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-052-06

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 310 West Erna Avenue is a single-family residence that was constructed in 1926 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular, wood-framed residence. The primary elevation is asymmetrical. The building sits of a concrete foundation. The exterior is clad in wood siding. The building is covered by a moderately pitched, front-gabled roof with side-gabled roof over the porch. The roof is made of composite roofing material. The residence has a chimney on the northeast corner of the roof. There is a porch on the eastern half of the primary elevation that is supported by rectangular wood piers. The main entry is located midway along the primary elevation beneath the porch. The door is covered by a security screen and retains its original wood frame. There are two tripartite windows on the primary elevation. They are symmetrically spaced on either side of the main entrance and consist of wood sash, one-over-one windows flanked by narrow one-over-one double-hung windows. Other windows include one-over-one double-hung windows on the east elevation. Decorative elements of the residence include a vent beneath the front-facing gable. Landscaping elements include a grass lawn and bushes.

The condition of the building is good. Alterations to the building include the addition of a security screen over the main entrance.

Character-defining features include the vents beneath the eaves, tripartite wood windows, and wood door frame.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1926; City of La Habra

***P7. Owner and Address:**
Hector Gilberto and Ramos Federico Tadeo
310 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 314 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 314 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-052-07

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 314 West Erna Avenue is a single-family residence constructed in 1920 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular, wood-framed residence. The primary elevation is symmetrical. The residence sits on a concrete foundation. The exterior is clad with wood siding. The building is covered by a moderately pitched side-gabled roof with two protruding front-facing gables. The roof is covered with composite roofing material. The residence has a chimney on the east elevation. There is a partial-width porch that is supported by rectangular wood piers midway along the primary elevation. The main entry is located beneath the porch midway along the elevation. The door retains its original wood frame and is covered by a security screen. The windows on the west side of the elevation are not visible due to foliage. Only a pair of wood sash windows on the east side of the elevation is visible. They consist of wood sash multi-light windows. Decorative elements of the residence include vents beneath the front-facing gables and the porch piers. Landscaping elements include a grass lawn and bushes adjacent to the residence along the primary elevation.

The condition of the residence is good. Alterations include the addition of a security screen over the main entry.

Character-defining features include the moderately pitched roof with two protruding front-facing gables, rectangular porch piers, and wood siding.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1920; City of La Habra

***P7. Owner and Address:**
Jason Read
314 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 316 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 316 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-052-08

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 316 West Erna Avenue is a single-family residence constructed in 1920 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular, wood-framed building that sits on a concrete foundation. The primary elevation is symmetrical. The exterior is clad with wood siding. The building is covered by a low-pitched front-gabled roof with wide, overhanging eaves. There is a chimney on the northwest corner of the roof. There is a partial-width porch on the north elevation that is supported by battered wood piers with brick bases. The main entry is located on the north elevation beneath the porch and is covered by a security screen. There are two windows on the primary elevation. They are symmetrically spaced; one consists of a wood frame tripartite window to the west of the main entry. It is not fully visible due to foliage. The window to the east of the main entry is not visible due to foliage. Decorative elements include exposed roof beams and a vent beneath the front-facing gable. Landscaping elements include a grass lawn, palm trees, and bushes.

The condition of the residence is excellent. Alterations to the building appear minimal and consist of the addition of a security screen over the main entry and the possible enclosure of the roof eaves. Character-defining features include wood siding, a vent beneath the gable, front-gabled porch, and wide overhanging eaves.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation, Lkg. S, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1920; City of La Habra

***P7. Owner and Address:**
Jose and Francisca Marquez
316 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 322 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 322 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-052-09

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 322 West Erna Avenue is a single-family residence constructed in 1922 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular, wood-framed residence. The primary elevation is asymmetrical. The building has a concrete foundation and the exterior is clad in wood siding. The building is covered by a low-pitched, front-gabled roof. There is a chimney on the northwest portion of the roof. There is a partial-width porch located midway along the elevation, though much of it is obscured by thick foliage. The main entry is located beneath the porch midway along the primary elevation and consists of a wood door with large single-light window. There appear to be two windows on the primary elevation, one on either side of the main entry. They are largely obscured by foliage. There is what appears to be a wood frame window on the west side of the primary elevation as well, but it too is obscured by foliage. Decorative elements of this residence include turned rafter ends and exposed roof beams. Landscaping elements include stone walkways, flowersand bushes.

The condition of the building appears to be good though it is difficult to discern. Alterations are also difficult to discern due to the thick foliage adjacent to the primary elevation.

Character-defining features include wood siding, exposed roof beams, and turned rafter ends.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. S, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1920; City of La Habra

***P7. Owner and Address:**
Arthur Ogawa
322 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 401 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 401 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-422-05

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 401 West Erna Avenue is a single-family residence that was constructed in 1929 in the Tudor style. It is located on the southern portion of its lot and faces south. It is a one-story, rectangular residence with a concrete foundation. The exterior is clad in stucco. The primary elevation is asymmetrical. The building is covered by a cross gabled, composition shingle roof. There is a porch on the east side of the primary elevation that is supported by rectangular piers. There are two entries located on the primary elevation; one entry is located beneath the porch and is covered by a security screen, and the other entry is located on the west side of the primary elevation and is also covered by a security screen. There are three windows on the primary elevation that consist of aluminum sliding windows with wood frames. Decorative elements on the building are minimal. Landscaping elements include bushes and trees.

The condition of the building is good. The building has been significantly altered; alterations include the replacement of the exterior cladding with non-original stucco, replacement of the windows and window frames, and addition of security screens over the entry doors.

The majority of the building's original character-defining features have been removed or replaced.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South and East Elevations Lkg. NW, 11-7-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1929; City of La Habra

***P7. Owner and Address:**
Gregory and Michelle Johnson
640 Orchard Place
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 11/28/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 402 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 402 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-054-01

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 402 West Erna Avenue is a single-family residence that was constructed c.1915 in the Craftsman style. It is located on the northern portion of its lot and faces north. It is a one-story rectangular residence. The primary elevation is symmetrical. The exterior is clad with wood siding. The building is covered with a steeply-pitched side-gabled roof. The roof is clad with composite roofing material. There is a brick chimney on the east side of the roof. There is a recessed wrap-around porch on the east side of the primary elevation and the east elevation. It is supported by battered piers clad with stucco and rectangular supports clad with brick. The porch is enclosed by a metal rail. The main entry is located approximately midway along the primary elevation beneath the porch. The door is obscured by a screen but has a wide wood surround. There is a wood frame door with multi-light sidelights on the east elevation. There is a tripartite wood window on the west side of the primary elevation and a single-light wood window on the east side of the primary elevation. Other windows consist of double-hung wood windows and a band of three double-hung wood windows on the east elevation. There is a band of three wood windows in the dormer on the primary elevation. Decorative elements include multi-colored brick, exposed rafter tails, and exposed roof beams. Landscaping elements include mature trees, a grass lawn, and bushes.

The condition of the residence is excellent. Alterations include the addition of the metal rail around the porch and on the north side of the yard. Character-defining features include wood siding, wood window surrounds, recessed wrap-around porch, battered porch piers, exposed rafter tails, and exposed roof beams.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. S, 9-20-2011

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1915; Visual observation

***P7. Owner and Address:**
Belia Guzman
402 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 405 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 405 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-055-46

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 405 West Erna Avenue is a single-family residence that was constructed in 1928 in the Spanish Colonial Revival style. It is located on the southern portion of its parcel and faces south. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The building is covered by a flat roof with a moderately pitched side-gabled roof over the primary elevation. The side-gabled portion is covered with terra cotta roof tiles. The residence has one chimney located on the west side of the side-gabled roof; it is capped with a small side-gabled roof. The main entrance is located beneath an arched entryway with front-gabled roof midway along the primary elevation but is not visible. There are two windows on the primary elevation. They are asymmetrically placed. The window to the east of the main entry is not visible due to foliage. The window to the west of the main entry consists of a wood sash, multi-light, tripartite window.

Decorative elements include the terra cotta roof tiles, a low wall that forms a courtyard to the southwest corner of the building, an arched entryway with small arched openings, and wing wall that extends off the east elevation and has an arched opening in it. Landscaping elements includes a grass lawn and bushes.

The residence is in good condition. Alterations include the addition of an awning over the window on the east side of the primary elevation and an awning covering with metal support piers over the courtyard on the west side of the primary elevation.

Character defining features include the terra cotta roof tile, chimney capped with terra cotta tiles, wing wall, and arches.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1928; City of La Habra

***P7. Owner and Address:**
Rosa Magana
405 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 406 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 406 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-054-02

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 406 West Erna Avenue is a multi-family residence that was constructed in 1922 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with wood siding. The building is covered by a moderately pitched side-gabled roof made of composite roofing material. There is an engaged porch on the west side of the primary elevation. It is supported by battered wood piers and stone masonry bases. The main entries are located beneath the porch on the west side of the primary elevation. One consists of an original glazed wood panel door and one is covered by a security screen; both retain their original wood frames. There are one wood sash one-over-one windows, on to the east of the main entry and one to the west of the main entry. Other windows consist of pairs of wood sash one-over-one double-hung windows on the west elevation. Decorative elements of the building include exposed rafter tails. Landscaping elements include a grass lawn, trees, and bushes.

The residence is in good to excellent condition. Alterations include the addition of a security screen and railing along the porch perimeter.

Character-defining features of the building include wood siding, exposed rafter tails, and battered wood porch piers.

***P3b. Resource Attributes:** (List Attributes and codes) HP03. Multiple Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1922; City of La Habra

***P7. Owner and Address:**
Jose Luis Sanchez
406 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 410 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 410 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-054-03

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 410 West Erna Avenue is a single-family residence that was constructed in 1919 as a bungalow with Colonial Revival influences. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is symmetrical. The exterior is clad with siding. The building is covered with a moderately pitched cross-gabled roof with clipped gable ends. The roof is clad with composite roofing material. There is a front-gabled porch midway along the primary elevation with Classical columns as support piers. The main entry is located beneath the porch. It is covered by a security screen and the original wood frame no longer remains. There are two wood frame vinyl multi-light tripartite windows on the primary elevation. There is a non-original detached multi-family residence to the rear of the parcel. Landscaping elements include a grass lawn and bushes.

The condition of the building is poor. It has been heavily altered. Alterations include replacement of the siding and windows on the primary elevation as well as possible replacement of the porch columns. The main entry is not visible due to the addition of a security screen but no longer retains its original wood frame and thus has likely been replaced.

There are few character-defining features remaining on the building; those remaining include wood window frames and cross-gabled porch.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1919; City of La Habra

***P7. Owner and Address:**
Ferer V. Kinder Sr.
1234 West Central Avenue
Brea, CA 92821

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 411 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 411 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-055-60

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 411 West Erna Avenue is a single-family residence constructed in 1929 in the no particular style. It is located on the southern portion of its parcel and faces south. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with stucco. The building is covered with a front-gabled roof to the rear and a side-gabled roof over the primary elevation. There is a stucco-clad chimney located on the east side of the primary elevation. The main entry is located beneath an engaged porch on the west side of the primary elevation. It entry faces west and is not visible. There are three aluminum sliding windows on the primary elevation; they are each surrounded by non-original shutters. There is a detached garage t the rear of the residence. There are relatively few decorative elements on the residence; they include rectangular porch piers, a porch railing that may or may not be original, and non-original shutters. Landscaping elements include a grass lawn and mature trees.

The condition of the residence is fair. Alterations include the replacement of the windows on the primary elevation, the addition of shutters around the windows on the primary elevation, and the possible addition of the porch railing on the west side of the primary elevation.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1929; City of La Habra

***P7. Owner and Address:**
John A. Dobson
411 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 414 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 414 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-054-04

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 414 West Erna Avenue is a single-family residence constructed in 1920 in the Craftsman style. It is located on the northern portion of its lot and faces north. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with wood siding. The building is covered by a moderately pitched front-gabled porch with two gables. The roof is made of composite roofing material. There is a shed roof over the porch on the east side of the primary elevation. Dense foliage adjacent to the primary elevation makes it impossible to discern the details of the porch. The main entry is located approximately midway along the primary elevation beneath the porch. It is covered by a security screen and retains its original wood frame. To the west of the main entry, there is a window that is largely obscured by foliage. The east side of the primary elevation is obscured by foliage as well. Decorative elements of the residence include exposed roof beams, exposed rafter tails, and vents beneath the front-facing gables. Landscaping elements include a grass lawn, trees, and bushes.

The condition of the building appears to be good, however this is difficult to discern. Alterations are also difficult to assess due to the limited visibility of the primary elevation.

Character defining features of the building include wood siding, exposed roof beams and rafter tails, and vents beneath the front-facing gables.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. S, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1920; City of La Habra

***P7. Owner and Address:**
Helen and Otto Nielsen
414 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 418 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 418 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-054-05

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 418 West Erna Avenue is a single-family residence constructed in 1920. It is located on the northern portion of its parcel and faces north. It is a two-story, rectangular residence with a concrete foundation. The building has been heavily altered. The exterior is clad with non-original stucco. The building is covered by a low pitched front-gabled roof with wide overhanging eaves. There is a second story room located at the center of the first story roof. There is a full-width porch with front-gabled roof on the primary elevation. It is supported by rectangular piers with brick-clad bases and has a brick-clad foundation. The main entry is located midway along the primary elevation beneath the porch. The door consists of a non-original wood panel door with fanlight that is covered by a security screen. It appears to retain its original wood frame, but the frame has been stuccoed over. There are two vinyl multi-light windows on the primary elevation. They appear to retain their original wood frames but the frames have been covered over with stucco. There are two sliding vinyl windows on the second story of the primary elevation that are covered by security bars. Other windows include sliding windows within frames that have been stuccoed and sliding windows covered with security bars on the west elevation. Landscaping elements include a grass lawn, trees, and bushes. The property is surrounded by a wrought iron fence.

The building is in fair condition but has been extensively altered. Alterations include the replacement of the siding, windows, porch cladding, and main entry, as well as the addition of picket fencing on the porch for use as porch railings, security bars over the second story windows and a security screen over the main entry.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1920; City of La Habra

***P7. Owner and Address:**
Edgar Antonio Villa
418 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 419 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 419 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-055-59

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 419 West Erna Avenue is a single-family residence that was constructed in 1923 in the Craftsman style. It is located on the southern portion of its lot and faces south. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with wood siding. The building is covered by a low pitched side-gabled roof with two front-facing gables covered with composite roofing material. There is a porch on the east side of the primary elevation that is supported by battered wood piers with bases clad with non-original stone. The main entry is located beneath the porch on the east side of the primary elevation. It is covered by a security screen but retains its original wood frame. On the primary elevation, there are two vinyl tripartite multi-light windows within their original wood frames. Decorative elements of the building include exposed rafter tails and exposed roof beams. Landscaping elements include a grass lawn, bushes, and a tree.

The condition of the building is good to fair. Alterations include the replacement but not resizing of the windows on the primary elevation, replacement of the cladding on the porch piers bases, re-cladding of the porch steps, and addition of a security screen over the main entry.

Character-defining features include wide overhang eaves, exposed roof beams, wood siding, and battered wood porch piers.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. NW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1923; City of La Habra

***P7. Owner and Address:**
Guadalupe and Rosa Romero
419 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 423 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 423 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-055-49

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 423 West Erna Avenue is a single-family residence that was constructed in 1922 in the Craftsman style. It is located on the southern portion of its parcel and faces south. It is a one-story, L-shaped residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with wood siding. The building is covered by a low pitched side-gabled roof made of composite roofing material. The main entry is located beneath a porch on the south side of the east elevation and consists of a door covered by a security screen. The door appears to retain its original wood frame. The porch is supported by non-original stone masonry piers. There is one tripartite wood frame window on the north side of the east elevation and one wood frame window covered by security bars on the south side of the east elevation. Other windows consist of wood frame windows covered by security bars on the south elevation. Limited visibility of the building makes identifying decorative elements difficult. Landscaping elements include palm trees of varying sizes and bushes.

The condition of the building appears to be good. Alterations include the replacement or recladding of the porch piers and the addition of security bars over the windows and a security screen over the main entry.

Limited visibility makes identification of character-defining features difficult.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South and East Elevations Lkg. NW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1922; City of La Habra

***P7. Owner and Address:**
Alejandro and Francisca Chavez
423 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 502 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 502 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-043-09

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 502 West Erna Avenue is a single-family residence that was constructed in 1922 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, L-shaped residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with wood siding. The building is covered by a low pitched cross-gabled roof with made of composite roofing material. The main entry is located approximately midway along the primary elevation beneath a pediment and consists of a multi-light wood door with multi-light skylights and non-original hardware. There are two wood sash tripartite multi-light windows on the primary elevation. Decorative elements of the residence include exposed roof beams and rafter tails, the pediment with brackets above the main entry, and a non-original wall clad with patterned stonework around the main entry. Landscaping includes a grass lawn, bushes, and trees.

The condition of the building is good to fair. Alterations to the building are limited and include the replacement of the main entry's hardware and the addition of a low wall around the main entry.

Character defining features include exposed roof beams, wood siding, tripartite windows, pediment with Classical influences, and vent beneath the front-facing gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. S, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1922; City of La Habra

***P7. Owner and Address:**
Mahnaz Goudarzi
1 Mirino Drive
Mission Viejo, CA 92692

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 503 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 503 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-041-18

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 503 West Erna Avenue is a multi-family residence constructed in 1929 in the Spanish Colonial Revival style. It faces south on its parcel. It is a one-story rectangular building that sits on a concrete foundation. The exterior is covered in stucco. The building is covered in a flat roof with parapet made of terra cotta tiles. The majority of the primary elevation is obscured by vegetation. The main entries are located on the south elevation beneath arched, recessed front-gabled porches and consist of wood glazed doors. There are five wood sash, multi-light windows on the primary elevation and one wood frame tripartite multi-light window. Decorative elements include the parapet, arches with terra cotta tiled edges, and terra cotta roof tiles. Landscaping elements include a grass lawn and mature bushes.

The building is in good condition. Alterations to the building appear minimal and include the addition of security screens over two of the windows.

Character-defining features include a flat roof, arched openings, terra cotta roof tiles, and rectangular massing and plan.

***P3b. Resource Attributes:** (List Attributes and codes) HP03. Multiple Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. N, 11-9-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1929; City of La Habra

***P7. Owner and Address:**
Emile J. and Jackie V. Sweida
7674 Vale Drive
Whittier, CA 90602

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 11/28/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 512 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 512 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-043-07

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 512 West Erna Avenue is a single-family residence constructed in 1923 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular building that sits on a concrete foundation. The exterior is clad with wood siding. The building is covered by a low-pitched front-gabled roof with wide, overhanging eaves. There is a partial-width porch on the north elevation that is supported by battered wood piers with river stone bases and foundation. The main entry is located midway along the primary elevation beneath the porch. It is not visible due to a security screen but does retain its original wood frame. There are two windows on the primary elevation consisting of wood frame tripartite windows. Decorative elements include exposed rafter tails, a vent beneath the front-facing porch gable, and triangular knee braces beneath the porch gable. Landscaping elements include a grass lawn, trees, and bushes.

The building is in good to excellent condition. Alterations appear minimal and include the addition of a security screen over the main entry. Character-defining features include wood siding, front-gabled porch, vent beneath the porch gable, narrow tripartite windows, battered porch piers, and river rock porch foundation cladding.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg S, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1923; City of La Habra

***P7. Owner and Address:**
Joe Maturino
336 Sequoia Avenue
Brea, CA 92821

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 514 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 514 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-043-06

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 514 West Erna Avenue is a single-family residence that was constructed in 1922 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with wood siding. The building is covered by a low pitched front-gabled roof made of composite roofing material. There is a partial-width front-gabled porch midway along the primary elevation. It is supported by battered wood piers with rectangular bases and has exposed truss work beneath the gable. The main entry is located beneath the porch and consists of a door covered with a security screen that retains its original wood frame. There are two vinyl multi-light windows on the primary elevation within their original wood frames. Decorative elements of the building are relatively minimal and include the truss work beneath the porch gable. Landscaping elements include a grass lawn, bushes, and trees.

The condition of the building is good. Alterations to the building include the replacement of the windows on the primary elevation and the addition of a security screen over the main entry.

Character-defining features include rectangular plan, front-gabled roof and porch, wood siding, truss work beneath the porch gable, and battered porch piers.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SW, 11-7-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1922; City of La Habra

***P7. Owner and Address:**
Manuel Serna
514 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 523 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 523 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-041-33

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 523 West Erna Avenue is a multi-family residence that was constructed c.1925 in the Spanish Colonial Revival style. It is located on the southern portion of its parcel and faces south. It is a one-story, rectangular building with a concrete foundation. The primary elevation is asymmetrical. The exterior is covered in stucco that is likely non-original, though the exterior would originally have been finished with stucco. The building is covered by a flat roof with parapet and half-hipped roof on the southwest corner covered with terra cotta roof tile. There is an arched entryway at the west end of the primary elevation. The main entries are located beneath the arches and are covered with non-original screen doors. There is another door on the west elevation that is also obscured by a non-original screen door. There is a wood sash tripartite multi-light window covered with a non-original awning on the east side of the primary elevation and a wood frame single-light window on the west side of the primary elevation. Decorative elements of the building include arches and a small wing wall near the main entry. Landscaping elements include a grass lawn, bushes, and trees.

The condition of the building is good. Alterations include the possible replacement of the stucco on the exterior, the addition of screen doors over the main entries and an awning over the tripartite window on the primary elevation.

Character-defining features include the terra cotta roof tile and arches above the entryway.

***P3b. Resource Attributes:** (List Attributes and codes) HP03. Multiple Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1925;

***P7. Owner and Address:**
David G. Rivas
4570 Via Bella Vista
Yorba Linda, CA 92886

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 524 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 524 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-043-04

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 524 West Erna Avenue is a single-family residence that was constructed in 1922 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular building with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with wood siding. The building is covered by a low pitched front-gabled roof. There is a front-gabled porch located midway along the primary elevation that is supported by pairs of wood piers that are arranged at angles from each other. The main entry is located beneath the porch and consists of a non-original wood panel door within the original wood frame. There are two aluminum non-original windows within the original wood frames on the primary elevation. The window on the east side of the primary elevation consists of a sliding aluminum window; the window to the west is obscured by foliage. Decorative elements of the building include truss work beneath the porch gable, exposed rafter tails, and exposed roof beams. Landscaping includes a grass lawn, bushes, and trees.

The condition of the building is good. Alterations include the replacement of the main entry door and replacement of the windows, though they have not been resized.

Character-defining features include the low pitched roof, front-gabled porch, wood siding, exposed rafter tails, and truss work beneath the porch gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. S, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1922; City of La Habra

***P7. Owner and Address:**
Isabel Velazquez
524 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/14/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 526 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 526 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-043-03

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 526 West Erna Avenue is a single-family residence that was constructed in 1920 in no particular style. It is located on the southern portion of its parcel and faces north. It is a one-story, approximately rectangular building. The building is covered by a cross-gabled roof; the roof is covered by sheeting. The primary elevation is asymmetrical and has a protruding bay on the east side of the elevation. The exterior is clad with wood clapboard siding. There is a porch located on the west side of the primary elevation. It is supported by narrow rectangular piers. The main entry is located on the primary elevation and is covered by a non-original screen. There are two windows on the primary elevation. The window to the west of the elevation consists of a wood sash one-over-one double-hung window; the window to the east of the elevation consists of a non-original single-light window flanked by non-original shutters. Both windows are covered by non-original awnings. There are few decorative elements on the building. Landscaping elements include a grass lawn, bushes, and mature trees.

The condition of the building is good. Alterations include the possible replacement of the main entry, the replacement of one of the windows on the primary elevation, the addition of shutters around one of the windows on the primary elevation, and the addition of a screen over the main entry.

Character-defining features include the cross-gabled roof and wood siding.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. S, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1920; City of La Habra

***P7. Owner and Address:**
Steven M. McGlawn
21845 Balantree Circle
Yorba Linda, CA 92887

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/14/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 530 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 530 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-043-02

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 530 West Erna Avenue is a single-family residence that was constructed in 1925 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular building. The primary elevation is asymmetrical. The exterior is clad with wood siding. The building is covered by a moderately pitched front-gabled roof made of composite roofing material. There is a partial-width porch midway along the primary elevation. It is supported by rectangular wood piers. The main entry is located beneath the porch on approximately midway along the primary elevation. It consists of a door with its original wood frame, but the door itself is covered by a security screen. There are two windows on the primary elevation that consist of wood sash one-over-one windows. Decorative elements of the building include exposed rafter tails and roof beams, a vent beneath the gable, and brackets on the porch. Landscaping elements consist of a grass lawn, bushes, and trees.

The condition of the building is good to excellent. Alterations are minimal and include the addition of a security screen over the main entry.

Character-defining features include wood siding, exposed roof beams and rafter tails, moderately pitched roof with front-gabled porch, and wide overhanging eaves.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North and West Elevations Lkg. SE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1925; City of La Habra

***P7. Owner and Address:**
Ramona Case
P.O. Box 1413
Brea, CA 92822

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/14/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 531 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 531 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-041-31

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 531 West Erna Avenue is a single-family residence that was constructed in 1929 in the Spanish Colonial Revival style. It is located on the southern portion of its parcel and faces south. It is a one-story rectangular building with a concrete foundation. The primary elevation is symmetrical. The exterior is covered with stucco. The building is covered with a flat roof and side-gabled roof with lower front-facing gable at the center of the primary elevation. There is a chimney on the south side of the east elevation. The main entry is not visible but appears to be located on the west elevation of the building. There are two wood sash tripartite single-light windows on the primary elevation as well as a small wood sash single-light window midway along the primary elevation. Decorative elements of the building include exposed roof beams. Landscaping elements include a grass lawn, trees, and bushes adjacent to the primary elevation.

The condition of the building is good. Alterations include the addition of non-original awnings over the windows of the primary elevation.

Character-defining features include exposed roof beams, a protruding front-gabled portion midway along the primary elevation with sloping walls, and stucco exterior cladding.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. N, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1929; City of La Habra

***P7. Owner and Address:**
Mario and Viviana Munoz
531 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/14/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 534 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 534 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-043-01

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 534 West Erna Avenue is a single-family residence that was constructed c.1930 in the Tudor style. It is located on the northern portion of its parcel and faces north. It is a one-story, U-shaped building with a concrete foundation. The primary elevation is asymmetrical. The exterior is covered with stucco. The building is covered with a steeply pitched side-gabled roof with two lower front-facing gables. It has one gabled dormer located midway along the primary elevation and is clad with wood shingles. There is a chimney clad with stucco on the east elevation. There is a porch midway along the primary elevation with a low-pitched front-gabled roof supported by thin rectangular piers that appear to be original. The main entry is located midway along the primary elevation beneath the porch. It consists of a multi-light wood door with multi-light sidelights. There is one arched single-light window to the east of the main entry and one bay window with wood sash narrow multi-light windows to the west of the main entry. The dormer window consists of a one-by-one window with wood frame. Decorative elements of the building include narrow arched vents beneath the gables and applied scrollwork near the roof of the porch. Landscaping elements include a grass lawn.

The condition of the building is excellent. Alterations appear to be minimal and may include the replacement but not resizing of the window on the east side of the primary elevation with a single-light window.

Character-defining features include the asymmetrical primary elevation, multiple roof gables, the steeply pitched gable dormer, steeply pitched roof, and bay window.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. S, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1930; City of La Habra

***P7. Owner and Address:**
David and Maria Gaxiola
534 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/14/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 601 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 601 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-041-30

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 601 West Erna Avenue is a single-family residence that was constructed in 1921 in the Craftsman style. It is located on the center of its lot and faces south. It is a one-story, rectangular building with a concrete foundation. The primary elevation is asymmetrical. The exterior is covered in non-original stucco. The building is covered with a moderately pitched front-gabled roof clad with composite roofing material. The gable extends to form a porch over the primary elevation. It is supported by rectangular porch piers that are likely non-original and retains the building's original wood siding beneath the front-facing gable. The main entry is located beneath the porch approximately midway along the primary elevation. It retains its original wood frame and is covered by a security screen. There is one aluminum sliding window to the east of the main entry and one aluminum window to the west of the main entry that is obscured by foliage. Decorative elements of the building include dentils and a vent beneath the porch gable. Landscaping elements include a grass lawn, trees, and bushes.

The condition of the building is good. Alterations include the replacement of the exterior cladding with stucco, replacement of the windows on the primary elevation with aluminum windows and the replacement of the porch piers.

Character-defining features include the moderately pitched front-gabled roof, the wood siding that remains beneath the gable, and the vent and dentils beneath the front-facing gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1921; City of La Habra

***P7. Owner and Address:**
Jose Vallejo
601 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/14/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 609 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 609 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-041-46

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 609 West Erna Avenue is a single-family residence that was constructed in 1924 in the Spanish Colonial Revival style. It is located on the southern portion of its parcel and faces south. It is a one-story, rectangular building with a concrete foundation. The primary elevation is asymmetrical. The exterior is covered with non-original stucco, though the building would originally have been covered with stucco. The building is covered with a flat roof with parapet, shed roof at the southeast corner of the building, and terra cotta tiles. There is a porch with arched opening on the east end of the primary elevation. The main entry is located beneath porch and consists of a door covered with a security screen. There is at least one window on the primary elevation to the west of the main entry, but it is not visible due to foliage. Decorative elements of the building include terra cotta roof tile, parapet, and arched porch. Landscaping elements include a grass lawn, trees, and bushes.

The condition of the building appears good but is hard to identify due to limited visibility. Alterations include the replacement of the stucco exterior cladding and addition of a security screen over the main entrance and a wrought iron porch rail. Limited visibility makes identification of further alterations difficult.

Character-defining features include the roof parapet, terra cotta tiles, and arched porch.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. N, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1924; City of La Habra

***P7. Owner and Address:**
Rosa A. Claros
609 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/14/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 611 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 611 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-041-27

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 611 West Erna Avenue is a single-family residence. A built date of 1923 was given in the previous study but no source is indicated. The scale, symmetry, and setback of the residence are consistent with the surrounding neighborhood, which was primarily developed in the 1920s. However, the residence's materials and appearance date to c.1945, suggesting either an extensive remodel of the building at that time or the replacement of the original 1923 building with a house built c.1945.

The building is located on the southern portion of its lot and faces south. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is symmetrical. The exterior is clad with non-original wood clapboard siding and brick. The building is covered by a moderately-pitched side-gabled roof with clipped gable ends and wide overhanging eaves. The roof is made of composite roofing material. The main entry is located approximately midway along the primary elevation and consists of a wood slab door carved with a geometric pattern. There are two wood sash multi-light windows, one fixed and one double-hung, on the primary elevation. Decorative elements of the building include non-original brick and the clipped gable ends. Landscaping elements include a grass lawn and bushes.

The condition of the building is good. Alterations include the replacement of at least the southern half of the original roof, the original siding with non-original wood and brick siding, the windows on the primary elevation, and the main entry door. No original character-defining features remain on the building.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. N, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1945; Visual observation

***P7. Owner and Address:**
Wanye F. Grigsby Jr.
701 North Palm Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/14/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 615 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 615 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-041-26

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 615 West Erna Avenue is a single-family residence that was constructed in 1925 in the Craftsman style. It is located on the southern portion of its lot and faces south. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with wood siding. The building is covered by a moderately pitched side-gabled roof made of composite roofing material. There is a front-gabled porch at the west end of the primary elevation. It is supported by rectangular wood piers. The main entry is located beneath the porch. It is not visible due to foliage adjacent to the primary elevation. The windows on the primary elevation are not visible due to foliage. Decorative elements of the building include a vent beneath the porch gable, and exposed roof beams. Landscaping elements include a grass lawn and trees.

The condition of the building appears good but is difficult to identify due to the foliage adjacent to the primary elevation. Alterations are also difficult to identify due to foliage.

Character-defining features include wood siding, front-gabled porch, exposed roof beams, and vent beneath the front-facing gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South and West Elevations, Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1925; City of La Habra

***P7. Owner and Address:**
Elias M. Sandoval
615 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/14/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 620 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 620 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-042-07

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 620 West Erna Avenue is a single-family residence that was constructed in 1925 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with stucco. The building is covered by a moderately pitched cross-gabled roof made of composite roofing material. There is a porch on the east side of the primary elevation that is supported by pair of rectangular piers covered with stucco. The main entry is located on the east side of the primary elevation beneath the porch and consists of a non-original wood panel door with oval light and single-light sidelights. There is one vinyl multi-light window to the west of the main entry. Decorative elements of the building include exposed roof beams. Landscaping elements include a grass lawn, mature palm trees, and bushes.

The condition of the building is good. The building has been heavily altered. Alterations include the replacement of the original siding with stucco, the replacement of the main entry door, the replacement of the window on the west side of the primary elevation, and the addition of a vent beneath the front-facing gable.

There are few character-defining features of the building remaining but consist of exposed roof beams.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. S, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1925; City of La Habra

***P7. Owner and Address:**
Ramon and Victoria Velasco
620 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/14/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 624 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 624 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-042-06

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 624 West Erna Avenue is a one-story single-family residence constructed in 1895 in the Queen Anne style. It was constructed in Fullerton and moved to its current location at an unknown date. It is located on the northern portion of its parcel and faces north. It is a roughly rectangular, wood-framed building. The primary elevation is asymmetrical. The building is covered with a steeply pitched roof with irregular forms that include hipped and front-gabled. The exterior is clad in wood siding and fishscale shingles beneath the front-facing gable. There is a bay on the eastern elevation with fishscale shingles beneath the gable. The main entry is located approximately midway along the north elevation and consists of a glazed wood door with transom above. It is covered by a screen door and retains its original wood surround. There are four narrow, wood sash double-hung windows on the primary elevation. Three are located on a protruding bay on the west side of the primary elevation. Other windows include narrow, wood sash double-hung windows arranged on a protruding bay on the east elevation. Decorative elements include fishscale shingles and a vent beneath the gables. Landscaping elements include a grass lawn and bushes.

The residence is in good to excellent condition. Alterations include the addition of a screen door over the main entry. Character-defining features include asymmetrical massing, bay windows, fish scale shingles, and narrow windows.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SE

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1895; Owner testimony

***P7. Owner and Address:**
Erika N. Stroh
624 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 629 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 629 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-041-22

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 629 West Erna Avenue is a single-family residence that was constructed c.1930 in the Tudor style. It is located on the center of its parcel and faces south. It is a one-story, irregularly shaped residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is covered with stucco. The building is covered by a steeply pitched roof with a series of forms including cross-gabled with two lower, front-facing gables over the primary elevation and clipped gable ends on the west side of the roof. The roof is covered with composite roofing material. The main entry is located approximately midway along the primary elevation beneath a recessed, arched entryway and consists of a door that is likely a replacement covered by a security screen. There is one pair of double-hung aluminum windows to the west of the main entry and one multi-light vinyl window to the east of the main entry. Decorative elements of the building include the two front-facing gables, a small arched niche with lantern to the east of the main entry, and a vent beneath the front-facing gable. Landscaping elements include a grass lawn, bushes, and trees. There is an addition to the rear of the residence that was constructed at an unknown date.

The condition of the building is good. Alterations include the replacement of the windows on the primary elevation, an addition at the rear of the residence, and the replacement of the main entry.

Character-defining features include multiple roof forms and multiple front-facing gables.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1930; City of La Habra

***P7. Owner and Address:**
Francisco Cota
629 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/14/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 632 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 632 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-042-03

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 632 West Erna Avenue is a single-family residence that was constructed in 1929 in the Tudor style. It is located on the northern portion of its parcel and faces north. It is a one-story, irregularly shaped residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is covered with stucco. The building is covered with a steeply pitched irregular roof that is comprised of side-gabled, front-gabled, and hipped roof forms. The roof is covered with narrow shingles that resemble thatching. The main entry is located beneath the front-gabled portion on the east side of the primary elevation. It is located beneath the archway with a half-hexagonal top and consists of a wood door with three glass lights arranged along a diagonal line. There is one vinyl multi-light window to the east of the main entry and one vinyl tripartite window consisting of a single-light window flanked by multi-light windows to the west of the main entry. Decorative elements of the building include the archway, an arched opening to the west of the main entry, a sloping gable over the main entry, and a vent beneath the front-facing gable. Landscaping elements include a grass lawn and trees.

The condition of the building is good. Alterations include the replacement of the windows on the primary elevation.

Character-defining features include multiple roof forms, sloped front-facing gable, stucco exterior cladding, and arches on the primary elevation.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. S, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1929; City of La Habra

***P7. Owner and Address:**
Felix Ramirez
632 West Erna Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/14/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 636 W Erna Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 636 W Erna Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-042-02

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 632 West Erna Avenue is a single-family residence that was constructed in 1929 in no particular style. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is covered with non-original stucco, though the original cladding would have likely been stucco. The building is covered by a steeply pitched cross-gabled roof with two front-facing eaves. The roof is clad with composite roofing material. The main entrance is located beneath an arched entryway approximately midway along the primary elevation. The entryway has arches cut into it on the east and west sides. The main entry consists of a non-original glazed wood panel door. There is one sliding aluminum window to the west of the main entry and one vinyl multi-light window to the east of the main entry. Other windows include aluminum one-over-one double-hung windows on the east elevation. Decorative elements of the building include dentils beneath the front-facing gables, a small circular vent beneath the easternmost front-facing gable, and a wing wall with arched opening at the west end of the primary elevation. Landscaping elements include a grass lawn, bushes, and a tree.

The condition of the building is good. Alterations include the replacement of the stucco on the exterior, the windows on the primary elevation as well as the west elevation, and the main entry.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1929; City of La Habra

***P7. Owner and Address:**
Atla Property Company LLC
22190 Paseo Del Sur
Laguna Beach, CA 92651

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/14/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 221 N Euclid Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 221 N Euclid Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-062-04

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 221 North Euclid Street is a single-family residence that was constructed c.1920 in the Craftsman style. It is located on the western portion of its parcel and faces east. It is a one-story, rectangular residence. The primary elevation is asymmetrical. The exterior is clad with stucco. The building is covered by a moderately pitched side-gabled roof with a lower front-facing gable over the north side of the primary elevation. The roof is clad with composite roofing material. There is a porch on the north side of the primary elevation. The main entry is located approximately midway along the primary elevation and consists of a glazed wood panel door. There are at least two vinyl multi-light windows on the primary elevation. Further detail could not be determined due to the building's setback.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. NW, Courtesy Google Maps

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1920; La Habra Historic Resources Inventor

***P7. Owner and Address:**
Arvin A. Leon Molineros
221 North Euclid Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 12/5/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 227 N Euclid Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 227 N Euclid Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-062-03

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 227 North Euclid Street is a single-family residence that was constructed c.1923 in the Craftsman style. It is located on the eastern portion of its parcel and faces east. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is symmetrical. The exterior is clad with stucco. The building is covered by a moderately pitched front-gabled roof with wide overhanging eaves. It is clad with composite roofing material. There is a front-gabled porch supported by battered piers with battered bases on the primary elevation. The main entry is located midway along the primary elevation and consists of a non-original door covered by a screen door. There are two windows on the primary elevation with non-original wood frames; one window is a single-light window and the other window is a tripartite metal window. Decorative elements include exposed roof beams, truss work beneath the porch gable, and battered porch piers. Landscaping elements includes a grass lawn.

The condition of the building is fair. Alterations include the replacement of the exterior cladding with stucco, replacement and possible resizing of the windows on the primary elevation, replacement of the main entry, and covering of the underside of the eaves with stucco.

(see next page for continuation)

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. W, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1923; La Habra Historic Resources Inventor

***P7. Owner and Address:**
Joe Gutierrez
15002 El Soneto Drive
Whittier, CA 90605

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

CONTINUATION SHEET

***NRHP Status Code** 6Z

***Resource Name or #:** (Assigned by Recorder) 227 N Euclid Street

Recorded By: Elysha Dory **Date:** 10/3/2011 ☑ Continuation ☐ Update

P3a. Description (Continued from Page 1): The parcel containing 227 North Euclid Street also contains 225 North Euclid Street to the rear. The building is located on the western portion of the parcel and faces east. It is a one-story, rectangular single-family residence. The primary elevation is symmetrical. The exterior is clad in stucco. The building is covered by a moderately pitched side-gabled roof with wide overhanging eaves. The roof is clad with composite roofing material. There is a partial-width, front-gabled porch midway along the primary elevation. It is supported by rectangular piers. The main entry is located beneath the porch and consists of a non-original wood panel door. There are two aluminum sliding windows on the primary elevation.

The condition of the building is fair. Alterations include the replacement of the exterior cladding with stucco, replacement of the windows on the primary elevation, and replacement of the main entry.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 309 N Euclid Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 309 N Euclid Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-061-07

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 309 North Euclid Street is a single-family residence constructed c.1915 in the Craftsman style. It is located on the eastern portion of its parcel and faces east. It is a one-story, rectangular building that sits on a concrete foundation. The exterior is clad with wood siding. The building is covered by a low-pitched roof consisting of multiple front-gables and a side-gabled portion on the south that extends to form a porch. The roof has wide, overhanging eaves. The residence has a brick chimney on the south elevation. There is a partial-width porch on the south side of the east elevation that is supported by pairs of wood piers and battered bases clad with non-original brick. The main entry is located approximately midway along the east elevation beneath the porch and consists of a non-original glazed wood panel door with a single sidelight to the north. There are two windows on the primary elevation that consist of a single-light window flanked by multi-light windows to the south of the main entry and a band of wood multi-light windows to the north of the main entry. Decorative elements include exposed roof beams, exposed rafter tails, and vents beneath the front-facing gables. Landscaping elements include a grass lawn and flower beds adjacent to the porch.

The building is in good to excellent condition. Alterations include the replacement of the porch foundation with brick and the replacement of the main entry door. Character-defining features include double front-facing gable, wood siding, porte cochere, narrow windows, and battered porch pier bases.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. NW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1915; Visual observation

***P7. Owner and Address:**
Joe Huaracaha
309 North Euclid Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 323 N Euclid Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 323 N Euclid Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-061-19

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 323 North Euclid Street is a single-family residence that was constructed in 1922 with no definitive style. It takes up the majority of its parcel and faces east. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad in stucco. The building is covered by a moderately pitched roof with varying roof forms including hipped and moderately pitched front-gabled. There is a chimney on the east side of the north elevation and a port cochere attached to the south elevation. There is a non-original enclosed porch approximately midway along the primary elevation. The porch appears to originally have been a courtyard and has been enclosed and roofed over. The main entry is located on the south façade of the enclosed porch and consists of a non-original glazed wood panel door. There are two sets of wood sash multi-light windows in groups on three on the east elevation as well as a single-light window above the enclosed porch. Other windows consist of wood sash multi-light arched windows and wood sash multi-light windows on the north elevation. There are wood sash multi-light wood windows and one-over-one double-hung windows on the south elevation. Decorative elements of this residence include small arches below the eaves and an arched carport on the south side of the east elevation. Landscaping elements include a grass lawn and bushes. There is a wrought iron gate adjacent to the house on the south side of the east elevation.

The condition of the building is good to excellent. Alterations to the building include the addition of an enclosed porch on the east elevation, a door in the south façade of the porch, and awnings above the windows on the primary elevation. The arched windows on the north elevation appear non-original. The hipped roof portion, porch, and porte cochere may be later additions as well, though their date is not known. Character-defining features include multi-light windows and arched porte cochere.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation, Lkg. W, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1922; City of La Habra

***P7. Owner and Address:**
Raja A. and Kamini M. Medirisuriya
3838 Newark Court
Claremont, CA 91711

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 403 N Euclid Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 403 N Euclid Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-025-16

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 403 North Euclid Street is a single-family residence that was constructed c.1938 in the Minimal Traditional style. It is located on the eastern portion of its parcel and faces east. It is a one-story, roughly rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with wood siding. The building is covered by a moderately pitched, irregularly shaped roof with a cross-gabled portion over the primary elevation. The roof is clad with composite roofing material. There is a brick chimney on the north elevation. There is a porch located approximately midway along the primary elevation beneath the front-gabled portion of the roof. It is supported by a rectangular pier on the north side. The main entry is located beneath the porch and consists of a wood sash multi-light door with wood frame. There is a band of three wood sash multi-light windows on the north side of the primary elevation, and another band of three wood sash multi-light windows on the south side of the primary elevation. Decorative elements of the building include exposed rafter tails. Landscaping elements include a grass lawn and bushes. There is a detached garage to the rear of the residence; it faces south onto West Francis Avenue.

The condition of the residence is good. There appear to be few alterations beyond the addition of a non-original metal porch railing. Character-defining features include minimal decoration, chimney, wood siding, and front-facing gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. SW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1938; La Habra Historic Resources Inventor

***P7. Owner and Address:**
Judith M. Schafer
403 North Euclid Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 419 N Euclid Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 419 N Euclid Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-025-08

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 419 North Euclid Street is a single-family residence constructed c.1945 in the Early Ranch style. It is located on the center of its parcel and faces east. It is a one-story residence with an irregular plan and a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with stucco. The building is covered by a steeply pitched hipped roof. The roof is clad with composite roofing material. There is a brick chimney on the north elevation. The main entry is located in the southern portion of the primary elevation; it is recessed and not visible. There are two windows on the primary elevation that are topped with awnings and obscured by foliage. There is an attached garage on the north side of the building. Decorative elements on the building are minimal. Landscaping elements include a grass lawn and bushes.

The condition of the building is good. Alterations appear to be minimal but are difficult to assess due to foliage. Character-defining features include the irregular plan, hipped roof, and stucco exterior cladding.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. SW, 11-7-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1945; La Habra Historic Resources Inventor

***P7. Owner and Address:**
Ioan and Viorica Oros
419 North Euclid Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 12/5/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 503 N Euclid Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 503 N Euclid Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-023-09

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 503 North Euclid Street is a single-family residence constructed c.1940 in the Early Ranch style. It is located on the eastern portion of its parcel and faces east. It is a one-story, roughly rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with wood siding and stucco. The building is covered by a steeply pitched hipped roof. The roof is clad with composite roofing material. The main entry is located approximately midway along the primary elevation beneath the flat pediment and consists of a wood panel door with wood screen. There is a large single-light window on the southern side of the primary elevation. Decorative elements include the pediment above the main entry, wood siding, and wood screen door. Landscaping elements include a grass lawn, mature trees, and bushes.

The condition of the building is good to excellent. Alterations include the replacement of the window on the primary elevation and the possible replacement of the siding of the bottom of the primary elevation with stucco. Character-defining features include the hipped roof, combination of siding materials like wood and stucco, though the stucco may not be original, and minimal decoration.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. W, 11-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1941; La Habra Historic Resources Inventor

***P7. Owner and Address:**
David and Inez Rosales
19780 Kingswood Lane
Huntington Beach, CA 92646

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 510 N Euclid Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 510 N Euclid Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-492-19

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 510 North Euclid Street is a single-family residence constructed 1936 in the Spanish Colonial Revival style. It is located approximately on the center of its parcel and faces west. It is a one-story, L-shaped building that sits on a concrete foundation. The exterior is covered with stucco. The building is covered by a flat roof with shed and front-gable roofs along the primary elevation. The roof has exposed rafter tails and terra cotta roof tiles. The residence has a chimney near the northwest corner of the roof. The main entrance is located beneath a turret with terra cotta roof tiles and consists of a glazed wood batten door. There are four windows on the primary elevations that consist of wood sash multi-light windows. Decorative elements include a low wall that forms a courtyard accented with landscaping in front of the primary elevation, an arch that extends off the north side of the primary elevation, and an arch that leads into the courtyard on the south elevation. Landscaping elements includes a grass lawn, trees, and plantings within the courtyard space.

The building is in excellent condition. Alterations appear minimal. Character-defining features include asymmetrical massing, complex roof forms, stucco exterior cladding, and terra cotta roof tiles.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
West Elevation Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1936; City of La Habra

***P7. Owner and Address:**
Diane Odette Pasapera
510 North Euclid Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 521 N Euclid Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 521 N Euclid Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-023-18

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 521 North Euclid Street is a religious building that was constructed in 1933 with Gothic influences. It is located on the northern portion of its parcel and faces north. It consists of two buildings. Building A is a one-story, T-shaped building with an asymmetrical primary elevation. The building is covered by a steeply pitched cross-gabled roof. The exterior is clad with stucco. The roof is covered with composite roofing material. The main entry is located beneath a flat-roofed overhang on the west side of the primary elevation. It consists of a pair of arched multi-light wood panel doors. There are one large multi-light window with a pointed arch on east side of the primary elevation, two smaller multi-light pointed arched windows on the east side of the primary elevation, and two arched windows on the west side of the primary elevation. Decorative features of the building include arched windows and doors, parapet extending from the roofline, stained glass windows, and a vent beneath the front-facing roof gable. Landscaping elements include a grass lawn, trees, and bushes.

The condition of Building A is good to excellent. Alterations include the replacement of the pointed arched windows on the primary elevation, though they do not appear to have been resized, replacement of the smaller windows on the primary elevation, addition of security bars over the smaller windows, and addition of a flat-roofed overhang at the west side of the primary elevation.

(see next page for continuation)

***P3b. Resource Attributes:** (List Attributes and codes) HP16. Religious Building; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. W, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1933; City of La Habra

***P7. Owner and Address:**
Korean Community of Discalced Carmelites US
511 North Euclid Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 12/6/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

P3a. Description (Continued from Page 1): Building B, which appears to have been built in the 1950s and is located to the west of Building A, consists of one-story, rectangular building with an asymmetrical primary elevation. The building is covered by a steeply pitched front-gabled roof. The exterior is clad with stucco and stone veneer. The roof is covered with composite roofing material. There is a flat-roofed overhang on the west elevation that is supported by wide rectangular piers clad in stone veneer. The main entry is located midway along the primary elevation and faces west. It is deeply recessed and consists of a pair of single-light metal doors with a single-light transom above. There are two narrow multi-light windows on the primary elevation. Decorative features include a pattern of small rectangular recesses on the front-facing gable of the primary elevation and stone veneer. Landscaping elements include a grass lawn, trees, and bushes.

The condition of Building B is excellent. Alterations appear to be minimal. Character-defining features include the stone veneer exterior cladding, steeply pitched roof, distinctive pattern of recesses beneath the gable of the primary elevation, and flat-roofed overhang on the west elevation.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 201 N. Euclid Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 201 N. Euclid Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-062-09

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

There are two buildings one the parcel located at 201 North Euclid Street. Building A is a single-family residence that was constructed c.1920, likely as a farm or ranch property. It is located on the east side of its lot and faces east. It is a one-story residence with a roughly rectangular plan and a concrete foundation. The primary elevation is asymmetrical. The exterior is clad in wood siding. The building is covered with a moderately pitched front-gabled roof. The roof is covered with composite roofing material and has open eaves with exposed rafter tails. There is a partial-width entrance porch approximately midway along the primary elevation; it continues into a projecting bay of windows. The main entry door is located beneath the porch, which is supported by rectangular wood piers, and consists of a single door with a wood surround and wood screen door. Windows consist of multi-light wood windows, one-over-one double-hung wood windows, and a one-over-one wood window. There is an enclosed porch with shed roof on the south elevation.

(see next page for continuation)

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. W, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1920; Visual Observation

***P7. Owner and Address:**
Thomas J. Keichline
365 East Road
La Habra Heights, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

P3a. Description (Continued from Page 1): Decorative elements include exposed rafter tails, brackets beneath the primary elevation's roof gable, and carved porch piers. Landscaping elements include a grass lawn. The condition of the building is excellent. No alterations are visible.

Building B is a single-family residence with a listed address of 111 West Erna Avenue. It is located to the west of Building A and faces south onto West Erna Avenue. It was constructed c.1920 in the Craftsman style. It is a one-story residence with a rectangular plan. The primary elevation is symmetrical. The exterior is clad in wood siding. The building is covered with a moderately pitched front-gabled roof with composite roofing material as a cladding. There is an entrance porch midway along the primary elevation; it is supported by brackets and has a front-gabled roof with exposed rafter tails. The main entry door is located beneath the entrance porch and consists of a wood slab door. Windows consists of one-over-one double-hung wood windows. Decorative elements are minimal. Landscaping consist of a grass lawn and trees. Alterations include the replacement of the main entry door. There is a detached garage clad with wood to the east of Building B. This building was given a status code of 6Z. Building A was given a status code of 6L.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 610 N. Euclid Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 610 N. Euclid Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-491-01

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 610 North Euclid Street is a single-family residence constructed c.1930 in the Spanish Colonial Revival style. It is located on the west side of its lot and faces west. It is a one-story roughly residence with a roughly rectangular plan and a concrete foundation. The primary elevation is asymmetrical. The exterior is clad in smooth stucco. The building is covered with a combination roof that consists of a flat roof with parapet over the east side of the residence and a cross-gabled roof over the west side of the residence. The roof is clad with clay tile coping and rolled asphalt on the east side and clay tiles on the west side. The primary elevation has two projecting bays on either end. The main entrance is not visible. Windows consist of multi-light wood windows. Decorative elements include archways on each side of the primary elevation, including over the driveway. Landscaping elements include a grass lawn, bushes, and trees. There is a detached garage to the northeast of the residence. It is clad with smooth stucco and has a flat roof with clay tile coping.

The condition of the building is excellent. There are not alterations visible save for the enclosure of the driveway with an iron fence. Character-defining features include asymmetrical primary elevation and massing, smooth stucco exterior cladding, clay tile roof, and multi-light wood windows.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
West Elevation, Lkg. SE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1930; Visual Observation

***P7. Owner and Address:**
Frank T. Zuniga
1501 Cloister Drive
La Habra Heights, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 301 S Euclid Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 301 S Euclid Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 298-042-18

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 301 South Euclid Street is a railroad depot that was constructed 1923 in the Mission Revival style. It is located on the eastern portion of its lot and faces east. It is a one-story rectangular building with a concrete foundation. The primary elevation is symmetrical. The exterior is clad in smooth stucco. The building is covered by a front-gabled roof with a parapet over the primary elevation. The roof is covered with terra cotta tiles. The main entry is located on the primary elevation. It consists of a double set of multi-light doors with a multi-light arched transom above. It is flanked by multi-light windows with multi-light arched transoms. Other doors on the building consist of wood service doors. Other windows consist of wood double-hung windows with multi-light transoms, and multi-light fixed wood windows. Decorative elements include a parapet along the primary elevation, exposed rafter tails, and metal lights. Landscaping elements include mature trees and bushes.

The condition of the building is excellent. Alterations include the replacement of the main entrance. Character-defining features include smooth stucco exterior walls, parapet, terra cotta tile roof, wood service doors, and arched window and door openings.

***P3b. Resource Attributes:** (List Attributes and codes) HP17. Railroad Depot; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. W, 9-20-2011

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1923; Cramer, Esther

***P7. Owner and Address:**
City of La Habra
P.O. Box 337
La Habra, CA 90633

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 3/15/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 531 S Euclid Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 531 S Euclid Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 298-081-21

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 531 South Euclid Street is a single-family residence that was constructed c.1915 in the Craftsman style. It is located on the eastern portion of its lot and faces east. It is a one-story rectangular residence with a concrete foundation. The primary elevation is symmetrical. The exterior is clad with wood siding. The building is covered by a steeply-pitched front-gabled roof that has triangular knee braces beneath the gables and a decorative bargeboard. The roof is covered with composite roofing material. There is a full-width recessed porch along the primary elevation. It is supported by thin columns. The main entry, which is obscured by a metal security screen but has a wood surround, is located midway along the primary elevation. There are two windows on the primary elevation; one consists of a wood double-hung window with a multi-light top sash and the other consists of a fixed wood window with multi-light top sash. Both have wood surrounds. Other windows consist of wood double-hung windows with multi-light top sashes. There is a single-light window flanked by wood louvered vents beneath the front-facing roof gable. Decorative elements include triangular knee braces beneath the roof gable, a decorative wood bargeboard, wood porch columns, and multi-light windows. Landscaping elements include trees and bushes.

The condition of the residence is excellent. Alterations include the construction of an addition and attached garage to the rear elevation and the possible replacement of the window beneath the roof gable. Character-defining features include wood siding, triangular knee braces, multi-light wood windows with wood surrounds, thin wood porch columns, and the wood bargeboard.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. NW, 9-20-2011

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1915; Visual observation

***P7. Owner and Address:**
Nader Shohdy
27272 Via Avila
Mission Viejo, CA 92691

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 3/15/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 539 S Euclid Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 539 S Euclid Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 298-081-22

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The property at 539 South Euclid Street consists of two buildings—one single-family residence and one commercial building. The construction date of 1921 likely applies to the commercial building, as the single-family residence appears to have been constructed c.1900. The single-family residence was constructed in no particular style. It is located on the northern portion of its parcel and faces east. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is symmetrical. The exterior is clad with wood siding. The building is covered by a steeply pitched side-gabled roof on the east side of the building and a moderately pitched front-gabled roof over the west side of the building. There is a brick chimney on the north elevation of the building. There is a full-width porch with a shed roof over the primary elevation. It is supported by wood piers. The main entry is located beneath the porch midway along the elevation. It consists of a wood panel door covered by a screen door. There are two vinyl multi-light windows on the primary elevation. Decorative elements are minimal. The condition of the building is good. Alterations include the replacement of the windows on the primary elevation and the replacement of the main entry door, as well as the addition of a screen door over the main entry. Character-defining features include a rectangular plan, shed roof porch, and wood siding.

(see next page for continuation)

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; HP06. 1-3 Story Commercial Building;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevations Lkg. NW, 11-9-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1921; City of La Habra

***P7. Owner and Address:**
Kyung O. Shin
539 South Euclid Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 12/5/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

P3a. Description (Continued from Page 1): The commercial building appears to have been constructed around the same time as the single-family residence, and is located on the southern portion of its parcel and faces east. It is a one-story, rectangular building with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad in wood siding. The building is covered by a moderately pitched side-gabled roof with a steeply pitched shed roof portion over the primary elevation. The main entry is located approximately midway along the primary elevation beneath the overhang created by the shed roof. It consists of a fully glazed storefront door. It is flanked by three large single-light windows. Decorative elements are minimal. The condition of the building is good. Alterations include the replacement of the windows and main entry door on the primary elevation and the possible conversion of the building from a single-family residence to a commercial building. Character-defining features include a rectangular plan, a steeply pitched shed roof overhang, and wood siding.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 311 S. Euclid Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 311 S. Euclid Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 298-042-18

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 311 South Euclid Street is a railroad depot that was constructed in 1909 with Craftsman stylistic influences. It is located on the eastern portion of its lot and faces east. It is a one-story rectangular building. The primary elevation is symmetrical. The exterior is clad in wood siding. The building is covered by a hipped roof. The roof is covered with composite roofing material. There is an interior brick chimney on the southeast side of the roof. There is a full-width porch that is supported by wood piers and wood columns on the east elevation. The main entrance is located approximately midway along the east elevation. It consists of a multi-light wood door flanked by wood windows with multi-light top sashes and a bottom sash with two lights. Further pedestrian entrances are located on the north and south elevations and consist of single slab doors. Sliding utilitarian wood doors are located on the south elevation. Other windows consist of wood windows with multi-light top sashes and a bottom sash with two lights; these are located on the north and south elevations. There is a canted bay window topped with a gabled dormer on the north elevation as well. Decorative elements include brackets beneath the roof, columns supporting the porch on the primary elevation, and half-timbering beneath the gabled dormer on the north elevation. Landscaping elements include bushes.

The condition of the building is excellent. Alterations appear to be limited. The building was moved from its original location along the railroad tracks across the street to its present location in the mid-1970s. Character-defining features include wood siding, utilitarian wood doors, columns, multi-light wood windows, canted bay window, long rectangular massing, brackets beneath the roof eaves, and half-timbering beneath the gabled dormer on the north elevation.

***P3b. Resource Attributes:** (List Attributes and codes) HP17. Railroad Depot; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East and North Elevations Lkg SE, 9-20-2011

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1909; Cramer, Esther

***P7. Owner and Address:**
City of La Habra
P.O. Box 337
La Habra, CA 90633

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 3/15/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 150 E First Avenue

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 150 E First Avenue City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-174-04

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 150 East First Avenue is a one-story religious building that was constructed in 1914 with Carpenter Gothic influences. It is located on the northeast corner of its parcel and faces east. It is a one story, rectangular church. The primary elevation is asymmetrical. The building has a concrete foundation. The exterior is clad in stucco. The building is covered by an irregular, steeply-pitched roof made of composite roofing material. The roof has wide overhanging eaves. There is a bell tower with a series of steeply-pitched roof forms on the northeast corner of the building. The main entry is located on the northeast corner of the elevation and consists of two glazed wood doors surrounded by sidelights and fanlights. The doors are perpendicular to each other. Another entry is located on the south elevation. On the north elevation there is a multi-light stained glass windows topped with a multi-light pointed arch. The window is flanked by two wood sash one-over-one fixed stained glass windows. The windows on the east elevation mirror those of the north elevation. Other windows include wood sash single-light and double-hung stained glass windows. Decorative elements include the roof forms, bell tower, stained glass windows, exposed rafter tails, and vents beneath the gables. Landscaping elements include a grass lawn and bushes.

The building is in good condition. Alterations include what appears to be an addition on the southwest corner of the building and possible re-stuccoing of the exterior. Character-defining features include the steeply pitched roof, bell tower with finial, stained glass windows, exposed rafter tails, vents beneath the gables, and complex massing.

***P3b. Resource Attributes:** (List Attributes and codes) HP16. Religious Building; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North and East Elevations Lkg. SW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1914; City of La Habra

***P7. Owner and Address:**
Cluster Vine
150 East First Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 12/6/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 301 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 301 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-082-15

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The residence at 301 East Florence Avenue is a single-family residence that was constructed in 1916 in the Craftsman style. It is located on approximately the center of its lot and faces south. It is a one-story rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad in wood siding. The building is covered by a steeply pitched front-gabled roof. The roof is covered with composite roofing material and has wide overhanging, boxed eaves. There is a partial-width, recessed porch on the west side of the primary elevation. The porch is supported by one rectangular pier and is accessed by stone-clad stairs. The main entry is located beneath the porch and consists of a wood panel door with oval glass light and wide wood frame. Windows consist of vinyl multi-light windows with wood frames. There is a canted bay window with side-gabled roof above on the west elevation. Decorative elements include exposed rafter tails, a vent beneath the primary elevation's roof gable, and dentils above the west porch elevation. Landscaping elements include a grass lawn and trees.

The condition of the residence is excellent. Alterations include replacement but not resizing of the windows, replacement but not resizing of the main entry door, and replacement of the porch stair cladding with stone. Character-defining features include wood siding; recessed partial-width porch; dentils above the porch's west elevation; wide, overhanging boxed eaves; vent beneath the primary elevation's roof gable, and exposed rafter tails.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South and West Elevations, Lkg NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1916; City of La Habra

***P7. Owner and Address:**
David Leon
22264 Roundup Drive
Walnut, CA 91789

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 3/15/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 305 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 305 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-082-14

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 305 East Florence Avenue is a single-family residence constructed in 1919 in the Craftsman style. It is located on the southern portion of its lot and faces south. It is a one-story, rectangular building that sits on a concrete foundation clad with non-original river stone. The exterior is clad with wood siding. The building is covered by a low-pitched front-gabled roof with wide overhanging eaves. There is a full-width front-gabled porch that is supported by battered wood piers. The porch has a foundation clad with river stone and wood porch railing. The main entry is located beneath the porch and consists of a door obscured from view but which retains its original wood frame. There are two wood sash tripartite windows consisting of a multi-light window flanked by one-over-one double-hung windows on the primary elevation. Decorative elements include exposed rafter tails and vents beneath the roof gables. Landscaping elements include a grass lawn.

The residence is currently under construction. It has been substantially altered from its original appearance. These alterations include the addition of the eastern and western portions of the porch, extension of the roof over the new porch areas, replacement of the pairs of rectangular porch piers with battered piers, addition of stone cladding around the porch foundation, and addition of a porch railing.

Character-defining features include front-facing gabled roof with wide overhanging eaves, vents beneath the gables, and exposed roof beams.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South and East Elevations, Lkg. NW, 11-9-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1919; City of La Habra

***P7. Owner and Address:**
Walter Palos Claudia Rodriguez
305 East Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 12/6/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 306 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 306 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-083-09

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 306 East Florence Avenue is a single-family residence constructed c.1920 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, approximately rectangular building that sits on a concrete foundation. The exterior is clad with wood siding. The building is covered by a low-pitched cross-gabled roof with wide overhanging eaves. The main entry is located approximately midway along the primary elevation beneath a decorative pediment. The door consists of a multi-light wood frame door. There are two wood sash multi-light windows on either side of the main entry, one band of three multi-light wood sash windows to the west of the main entry, and one wood sash one-over-one double-hung window to the east of the main entry. Decorative elements include exposed rafter tails, exposed roof beams, and pediment above the main entry. Landscaping elements include a grass lawn and bushes.

The residence is in excellent condition. There do not appear to be any significant alterations to the building. Character-defining features include wood siding, wide overhanging eaves, exposed roof beams, pediment above the main entry, and narrow multi-light windows.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1920; La Habra Historic Resources Inventor

***P7. Owner and Address:**
Thure A. Salisbury
16052 East Placid Drive
Whittier, CA 90604

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 310 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 310 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-083-08

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 310 East Florence Avenue is a single-family residence that was constructed c.1915 in the Craftsman style. It is located on the northern portion of its lot and faces north. It is a one-story rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad in wood siding. The building is covered by a side-gabled roof with a lower front-gabled porch midway along the primary elevation. The roof is covered with composite roofing material, and there is a chimney on the east elevation. The porch is located midway along the primary elevation and is supported by groups of rectangular wood piers. The main entry is located in the eastern half of the primary elevation beneath the porch. It consists of a single wood door with an ovular light and has a wood surround. There is another single door on the south side of the east elevation; it is obscured by a metal screen but has a wood surround. Windows on the primary elevation consist of a band of three wood windows (two double-hung windows and one fixed window with a multi-light top sash) and a one-over-one double-hung wood window. Other windows consist of double-hung wood and a canted bay window on the east elevation. Decorative elements of the building include wood shingles beneath the porch gable, triangular knee braces, exposed rafter tails, and dentils beneath the porch gable. Landscaping elements include a grass lawn. The perimeter of the property is surrounded by a wood picket fence.

The condition of the residence is excellent. Alterations appear to be limited to the addition of a metal screen over the door on the east elevation. Character-defining features include wood siding, partial-width front-gabled porch, exposed rafter tails, triangular knee braces, wood shingles, wide overhanging eaves, grouped wood porch supports, and wood windows with multi-light top sashes.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North and East Elevations Lkg. SW, 9-20-2011

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1915; Visual observation

***P7. Owner and Address:**
Santos M. Gomez
310 East Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 3/15/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 314 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 314 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-083-07

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 314 East Florence Avenue is a single-family residence that was constructed c.1910 in the Craftsman style. It is located on the northern portion of its lot and faces north. It is a two-story residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad in wood siding on the first story and wood shingles on the second story. The building is covered by a moderately-pitched combination roof that is comprised of multiple gables, both front- and side-facing. The roof is covered by composite roofing material and features triangular knee braces beneath the gables. There is a partial-width porch on the west side of the primary elevation; it is supported by rectangular wood piers and has a rail made of art stone. The main entry is located beneath the porch; it has a wood surround but is otherwise obscured. Windows on the residence consist of wood fixed single-light, and wood double-hung windows. Decorative elements include triangular knee braces, exposed rafter tails, and vertical slatted wood beneath the porch and second story gables. Landscaping elements include a grass lawn, bushes, and trees.

The condition of the residence is good. Alterations appear limited. Character-defining features include the irregular roof massing, cross-shaped second story, recessed roof, rectangular porch supports, wood double-hung windows, exposed rafter tails, triangular knee braces, and slatted wood beneath the porch and second story gables.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North and East Elevations Lkg. SW, 9-20-2011

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1910; Visual observation

***P7. Owner and Address:**
Abel and Elaine Hernandez
314 East Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 3/15/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 315 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 315 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-082-13

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 315 East Florence Avenue is a single-family residence constructed in 1918 in the Craftsman style. It is located on the southern portion of its parcel and faces south. It is a one-story, rectangular building that sits on a concrete and river stone foundation. The exterior is clad with wood clapboard siding. The building is covered by a steeply pitched front-gabled roof with wide overhanging eaves. There is a nearly full-width, front-gabled porch on the primary elevation. It is supported by pairs of rectangular piers with river stone bases; the porch has a river stone foundation. The main entry is located beneath the porch and consists of an original glazed wood door with small lights arranged in a diagonal line. It retains its original wood frame. There are two wood sash tripartite windows consisting of multi-light windows flanked by narrow one-over-one, double-hung windows. Other windows include a multi-light wood sash window on the east elevation; the remainder of the windows on the east and west elevations are not visible due to fabric coverings but retain their original wood frames. Decorative elements include a vent beneath the front gable of the porch, carved rafter ends, and the use of stonework on the porch foundation. Landscaping elements include a grass lawn and bushes.

The condition of the building is excellent. There do not appear to be any significant alterations to the building. Character-defining features include double front-facing gables, river rock porch foundation cladding, tripartite wood windows, vent beneath the gable, and wood siding.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1918; City of La Habra

***P7. Owner and Address:**
Gabriel and Heather Herrera
315 East Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 318 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 318 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-083-06

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 318 East Florence Avenue is a single-family residence constructed in 1919 in the Craftsman style. It is located on the northern portion of its lot and faces north. It is a one-story residence with a raised foundation. The primary elevation is asymmetrical. The exterior is clad in wood siding. The building is covered by a low-pitched front-gabled roof with multiple gables. The roof is covered by composite roofing material and features exposed rafter tails and roof beams. There is a brick chimney on the east elevation. There is a partial-width recessed porch on the east side of the primary elevation. It is supported by pairs of wood piers with rectangular brick bases and has a single wood beam as a rail. The main entry is located approximately midway along the primary elevation beneath the porch; the entry consists of a wood multi-light door with wide wood surround and screen door. Windows on the residence include a band of three multi-light wood windows and a fixed wood window with a multi-light top sash. Decorative elements include exposed rafter tails, exposed roof beams, vertical slatted wood beneath one roof gable, brick porch support bases, and truss work beneath the porch gable. Landscaping elements include a grass lawn and bushes.

The condition of the residence is excellent. No alterations are visible. Character-defining features include rectangular massing, wood siding, multiple roof gables, brick cladding on the porch support bases, exposed roof beams, truss work beneath the porch gable, multi-light wood windows, and slatted wood beneath the roof gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SW, 9-20-2011

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1919; Owner testimony

***P7. Owner and Address:**
Michael H. and Martha E. Dillon
318 East Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 3/15/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 319 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 319 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-082-12

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 319 East Florence Avenue is a single-family residence that was constructed in 1920 in the Craftsman style. It is located on the southern portion of its parcel and faces south. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with wood siding. The building is covered by a moderately pitched, side-gabled roof with a partial-width, front-gabled porch. There is a brick chimney midway along the roof. The porch is supported by rectangular wood piers and has a wood railing. The main entry is located beneath the porch approximately midway along the primary elevation. It consists of a wood frame door covered by a screen door. It is flanked by two vinyl multi-light windows set within the original wood frames. Another vinyl multi-light window with the original wood frame is located to the east of the porch. The east and west ends of the primary elevation are obscured by vegetation. Decorative elements of the building include exposed roof beams. Landscaping elements include a grass lawn, a tree, and bushes.

The condition of the building is excellent. Alterations include the replacement but not resizing of the three visible windows on the primary elevation. Character-defining features include moderately pitched roof with a separate gable over the porch, wood siding, wide wood window and door surrounds, and exposed roof beams.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. N, 11-7-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1920; City of La Habra

***P7. Owner and Address:**
Melvyn and Barbara P. Johnson
319 East Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 12/5/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 326 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 326 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-083-04

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 326 East Florence Avenue is a single-family residence constructed c.1915 in the Craftsman style. It is located on the northern portion of its lot and faces north. It is a one-story residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad in wood siding. The building is covered by steeply pitched side-gabled roof with a lower front-facing gable on the east side of the primary elevation. The roof has wide overhanging eaves and exposed roof beams and rafter tails. The roof is covered by composite roofing material. There is an interior brick chimney midway along the roofline. There is a partial-width porch on the east side of the primary elevation; it is supported by wood piers with decorative brackets and latticing, and it has a carved wood rail. The main entry is located approximately midway along the primary elevation and faces east; it is obscured by a screen door but has a wide wood surround. Windows consist of one-over-one double-hung wood windows and double-hung wood windows with multi-light top sashes. Decorative elements include vertical wood slats and wood shingles beneath the gables, dentils beneath the porch gable, brackets and latticing on the porch supports, and wood shutters. Landscaping elements include a grass lawn.

The condition of the residence is excellent. Alterations include the addition of shutters around the windows, lattice work between the porch supports, and carved wood railing along the porch perimeter. Character-defining features include wide overhanging eaves, wood siding and shingles, exposed rafter tails and roof beams, multi-light wood windows, vents beneath the gables, and dentils beneath the porch gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North and East Elevations Lkg SW, 9-20-2011

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1915; Visual observation

***P7. Owner and Address:**
Enrique H. Zuniga
20042 Big Springs Drive
Yorba Linda, CA 92886

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 3/15/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 327 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 327 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-082-10

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 327 East Florence Avenue is a single-family residence constructed in 1921 with architectural elements of the Prairie style. It is located on the southern portion of its parcel and faces south. It is a one-story, rectangular building that sits on a concrete foundation. The exterior is clad with non-original stucco. The building is covered by a flat roof. There is a chimney on the west elevation. There is a deeply recessed engaged partial-width porch on the western side of the building. It is supported by rectangular piers clad with stucco. The main entry is located beneath the porch approximately midway along the primary elevation. The main entrance door frame is non-original; the door itself consists of a glazed wood door. There are two windows on the primary elevation that consist of wood sash tripartite multi-light windows; the original wood window frames no longer remain. Decorative elements include an emphasis on horizontality in its detail. Landscaping elements include a grass lawn and trees.

The condition of the building is good to fair. Alterations include the replacement of the exterior cladding with non-original textured stucco, removal of the wood window frames on the primary elevation, and replacement of the original door frame, as well as the possible replacement of the main entry door.

Character-defining features include an asymmetrical primary elevation, emphasis on horizontality, flat roof, multi-light wood windows, and rectangular porch piers.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. NW, 11-9-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1921; City of La Habra

***P7. Owner and Address:**
Felipe de Jesus Cuara
327 East Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 11/28/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 335 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 335 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-082-08

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 335 East Florence Avenue is a single-family residence constructed in 1922 in the Craftsman style. It is located on the southern portion of its lot and faces south. It is a one-story, rectangular building that sits on a concrete foundation. The exterior is clad with wood siding and brick on the bottom portion of the exterior which appears as if it may be original. The building is covered by a moderately pitched front-gabled roof with wide overhanging eaves. There is a nearly full-width porch on the primary elevation that consists of a front-gabled porch supported by battered wood piers. The main entry is located beneath the porch and is covered by a non-original screen but retains its original wood frame. There are two wood sash, one-over-one double-hung windows on either side of the main entry. Other windows include wood, sash one-over-one double-hung windows on the west elevation. Decorative elements include a vent beneath the gable of the porch. Landscaping elements include a grass lawn, bushes, and trees adjacent to the residence. There is a detached garage located to the rear of the residence in the northwest corner of the property.

The condition of the building is excellent. It appears to be unaltered save for the addition of a non-original screen door over the main entry. Character-defining features include double front-facing gable, wood siding, and vent beneath the porch gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. N, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1922; City of La Habra

***P7. Owner and Address:**
Paul Marshall
335 East Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 336 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 336 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-083-02

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 336 East Florence Avenue is a single-family residence that was constructed c.1915 in the Craftsman style. It is located on the center of its parcel and faces north. It is a one-story, L-shaped residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with wood clapboard siding. The building is covered by a moderately pitched front-gabled roof in front and a flat roof to the rear of the building. There is a front-gabled porch on the east side of the primary elevation. The main entry is located beneath the porch on the east side of the primary elevation. It consists of a wood frame door covered by a security screen. There is one wood sash, one-over-one double-hung window on the west side of the primary elevation; there is another window on the east side of the primary elevation that is presumably of the same configuration but it is obscured by foliage. There is an aluminum window on the west side of the primary elevation as well. Decorative elements of the building include a vent beneath the front-facing porch gable, exposed roof beams, and exposed rafter tails. Landscaping elements include a grass lawn, trees, and bushes.

The condition of the building is good. Alterations include the construction of a flat-roofed addition to the west of the original residence, though it may have been built relatively early because it has the same wood exterior cladding as the remainder of the residence. There is an aluminum window on the west side of the primary elevation that may have replaced a wood window if the addition was constructed relatively early in the building's history. Character-defining features include wood clapboard siding, vent beneath the porch gable, exposed rafter tails, and exposed roof beams.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. S, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1915; La Habra Historic Resources Inventor

***P7. Owner and Address:**
Stephan L. Canfield
336 East Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 339 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 339 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-082-07

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 339 East Florence Avenue is a single-family residence constructed in 1921 in the Craftsman style. It is located on the southern portion of its lot and faces south. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is symmetrical. The exterior is clad with wood siding. The building is covered with a moderately pitched front-gabled roof. The roof is covered with composite roofing material. There is a partial-width, front-gabled porch that is supported by battered wood piers midway along the primary elevation. The main entry is located beneath the porch midway along the primary elevation and consists of a door with a wood surround covered by a security screen. There is one single-light wood frame window and one pair of one-over-one double-hung windows on the primary elevation. Decorative elements include exposed roof beams. Landscaping elements include a grass lawn and bushes.

The condition of the building is good. Alterations include the replacement of the window on the west side of the primary elevation with a single-light window. Character-defining features include rectangular plan, wood siding, partial-width front-gabled porch, battered porch piers, and exposed roof beams.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elev. Lkg. NE, Courtesy Google Maps

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1921; City of La Habra

***P7. Owner and Address:**
Robert G. Scott
7815 Rush Rose Drive South
Carlsbad, CA 92009

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 12/5/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 401 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 401 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-097-04

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 401 East Florence Avenue is a single-family residence constructed in 1922 in the Spanish Colonial Revival style. It is located on the center of its parcel and faces south. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is symmetrical. The exterior is clad with stucco. The building is covered with a flat roof with parapet and terra cotta tiles. There is a shed-roof porch with terra cotta tiles midway along the primary elevation with flat arches on three sides and brick-clad stairs. The main entry is located beneath the porch midway along the primary elevation. It is covered by a security screen. There is a multi-light sliding vinyl window to the east of the main entry with a decorative shed roof overhang above. Other windows consist of multi-light vinyl windows on the west elevation. Landscaping elements include a grass lawn, trees, and bushes.

The condition of the building is good. Alterations include the replacement of the original exterior cladding with stucco, the replacement of the windows, and the likely replacement of the exterior stair cladding with brick. Character-defining features of the building include terra cotta roof tiles, rectangular massing, and the use of arches in the porch.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. NW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1922; City of La Habra

***P7. Owner and Address:**
Primitivo M. Chavez
401 East Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 407 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 407 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-097-05

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 407 East Florence Avenue is a single-family residence that was constructed in 1922 with Craftsman influences. It is located on the northern portion of its parcel and faces south. It is a one-and-a-half story, rectangular residence. The primary elevation is symmetrical. The exterior is clad in wood siding. The building is covered by a steeply pitched front-gabled roof with clipped gable end covered with composite roofing material. There is a front-gabled porch with low pitched roof and clipped gable end midway along the primary elevation. It is supported by rectangular wood porch piers. The main entry is located midway along the primary elevation beneath the porch. It consists of a wood frame door covered by a security screen. There are wood sash one-over-one double-hung windows on either side of the main entry; there is one pair of one-over-one double-hung windows above the main entry. Decorative elements of the building include truss work beneath the porch gable, exposed rafter tails, and exposed roof beams. Landscaping elements include a grass lawn, bushes, and trees.

The condition of the building is fair. Alterations appear to be minimal and include the addition of a security screen over the main entry. Character-defining features of the building include wood siding, steeply pitched roof with clipped gable end, exposed rafter tails, and exposed roof beams.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1922; City of La Habra

***P7. Owner and Address:**
Sergio and Olga Montes
407 East Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 411 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 411 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-097-06

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 411 East Florence Avenue is a single-family residence constructed in 1921 in the Craftsman style. It is located on the southern portion of its parcel and faces south. It is a one-story, rectangular residence with a river rock-clad foundation. The primary elevation is symmetrical. The exterior is covered with stucco and river-rock cladding. The building is covered by a moderately pitched cross-gabled roof with a clipped gable end. The roof is made of composite roofing material. There is a partial-width porch midway along the primary elevation. It is supported by battered piers with rectangular brick bases. The main entry is located approximately midway along the primary elevation and consists of a wood frame door covered by a security screen. There is one wood frame single-light window to the east of the main entry, and one wood frame window that likely also consists of a single-light window but is partially obscured by foliage. Other windows consist of wood sash one-over-one windows and a band of three wood sash windows on the west elevation. Decorative elements include exposed roof beams and a vent beneath the porch gable. Landscaping elements include a grass lawn and small palm trees.

The condition of the building is good. Alterations include the replacement of the exterior cladding with stucco, likely replacement of the porch foundation cladding, and the likely replacement of the original windows on the primary elevation with single-light windows. Character-defining features include exposed roof beams.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South and West Elevations Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1921; City of La Habra

***P7. Owner and Address:**
Juan M. and Marie E. Casas
440 East Montwood Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 417 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 417 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-097-08

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 417 East Florence Avenue is a single-family residence constructed in 1921, originally in the Spanish Colonial Revival style. It is located on the southern portion of its lot and faces south. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is symmetrical. The exterior is clad with stucco. The building is covered with a front-gabled roof and composite roofing material. There is a stucco chimney on the east elevation. The main entry is located beneath a front-gabled entrance porch with arched openings cut into it. The main entry consists of a door covered by a security screen and flanked by wood sash multi-light sidelights. There are two aluminum sliding windows on the primary elevation. Decorative elements of the building include carving in the archway perimeters and vents beneath the front-facing gables. Landscaping elements include a grass lawn and bushes.

The condition of the building is good. Alterations include the replacement of the originally flat roof and porch with a front-gabled roof and porch, the replacement of the windows on the primary elevation with aluminum sliding windows, and the addition of a security screen over the main entry. Character-defining features include stucco exterior cladding and the archways cut into the entrance porch.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. NE, 11-7-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1921; City of La Habra

***P7. Owner and Address:**
Socorro Ledezma
417 East Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 12/5/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 501 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 501 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-098-25

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 501 East Florence Avenue is a single-family residence constructed in 1930 in the Spanish Colonial Revival style. It is located approximately on the center of its parcel and faces south. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with textured stucco. The building is covered by a variety of roof forms, including a flat roof over the majority of the building and shed roof forms and a tower over the primary elevation. The roof is made of composite roofing material. There is a stuccoed chimney midway along the primary elevation. The main entry is located beneath a recessed entryway with turreted roof at the southwest corner of the building. The entryway is accessed by an archway and is not visible. There is one wood arched window located to the east of the main entry and one vinyl sliding window on the east side of the primary elevation. There is one wood sash single-light window on the west side of the primary elevation. Other windows consist of one aluminum sliding window and two multi-light vinyl windows on the west elevation. Decorative elements of the building include a latticework opening adjacent to the main entry, exposed rafter tails, and exposed roof beams. Landscaping elements include a grass lawn, trees, and bushes.

The condition of the building is good. Alterations include the replacement of the exterior cladding with non-original stucco, the replacement and resizing of the window on the east side of the primary elevation, and the replacement of the windows on the west elevation. Character-defining features include the latticework adjacent to the main entry, exposed rafter tails, exposed roof beams, archway around the main entry, and arched window.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South and East Elevations Lkg. NW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1930; City of La Habra

***P7. Owner and Address:**
Gary Allan Roulston and Roberta I. Harris-Rouls
P.O. Box 3565
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 12/6/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 509 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 509 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-098-26

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 509 East Florence Avenue is a single-family residence constructed in 1922 in the Craftsman style. It is located on the southern portion of its parcel and faces south. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is covered with stucco. The building is covered by a moderately pitched front-gabled roof. There is a partial-width front-gabled porch on the primary elevation. It is supported by circular piers with rectangular bases. The main entry is located beneath the porch. It consists of a wood panel door with wood frame and is covered by a wood screen. There are two windows on the primary elevation, one of which consists of a wood sash multi-light window and the other of which is not visible due to foliage but retains its wood frame. Decorative elements of the building include exposed roof beams, and a vent beneath the gable. Landscaping elements include a grass lawn, trees, and bushes.

The condition of the building is good. Alterations include the replacement of the exterior cladding with stucco and replacement of the porch pier cladding with stone veneer. Character-defining features include the partial-width porch and exposed roof beams.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. NW, 10-10-11

***P6. Date Constructed/Age and Source:** ☐ Historic ☐ Prehistoric ☐ Both
1922; City of La Habra

***P7. Owner and Address:**
Carol Lynn Paustell
509 East Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 516 E Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 516 E Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-098-48

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 516 East Florence Avenue is a single-family residence that was constructed in 1922 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular residence. The primary elevation is asymmetrical. The exterior is covered with wood siding. The building is covered with a moderately pitched front-gabled roof with clipped gable end. There is a partial-width front-gabled porch with clipped gable end on the primary elevation. The main entry is located beneath the porch midway along the primary elevation. It consists of a door with a wood frame and is covered by a security screen. There are two windows on the primary elevation; one consists of a wood frame window partially obscured by foliage, and the other window is completely obscured by foliage. Decorative elements of the building include the vent beneath the gable. Landscaping elements include a grass lawn, trees, and bushes.

The condition of the building appears to be good to fair, but visibility is limited. Alterations are difficult to assess due to limited visibility as well. There is a carport added at an unknown date on the west side of the primary elevation. Character-defining features are also difficult to assess but include the front-facing gabled porch, wood siding, and vent beneath the roof gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. S, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1922; City of La Habra

***P7. Owner and Address:**
Martin Navarrete
516 East Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 112 W Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 112 W Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-062-02

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 112 West Florence Avenue is a single-family residence that was constructed in 1925 in the Spanish Colonial Revival style. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is covered with textured stucco. The building is covered by a front-gabled roof moderately pitched front-gabled roof and a flat roof on the east portion of the residence. There is a chimney on the east side of the roof. The main entry is located beneath a front-gabled, arched entryway. It consists of a glazed wood panel door with multi-light sidelight on the west side. There are two windows on the primary elevation to the east of the main entry that consist of one-over-one, double-hung windows. There is one window to the west of the main entry; the majority of it is not visible due to foliage. Landscaping elements include a grass lawn and bushes. There is a detached garage to the east of the residence.

The condition of the building is good. Alterations include the replacement of the exterior cladding with stucco, replacement of the main entry door, replacement of the windows on the primary elevation, and the addition of metal porch rails. There are relatively few character-defining features but they include the archway around the door.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. S, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1925; City of La Habra

***P7. Owner and Address:**
Sebastian Palacios
112 West Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 116 W Florence Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 116 W Florence Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-062-10

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 116 West Florence Avenue (address shown is 122 West Florence Avenue) is a multi-family residence constructed in 1923 in the Craftsman style. It is located on the majority of its parcel and faces north. It consists of seven rectangular buildings with concrete foundations that face towards each other over a central walkway. Each building is asymmetrical. The exterior of each building is covered with textured stucco. The buildings are each covered by a moderately pitched side-gabled roof. The roof is covered by composite roofing material. The main entries are located midway along the primary elevations beneath a front-facing curved gable. They are covered by screen doors. There are two windows on each primary elevation that consist of one wood sash tripartite one-over-one window and one wood sash one-over-one window. Decorative elements include the curved porch gable and exposed rafter tails. Landscaping elements include a grass lawn, small bushes, and walkway between the buildings.

The condition of the each building is good. Alterations include the replacement of the original wood siding with stucco. Character-defining features include exposed rafter tails and the moderately pitched side-gabled roof with curved porch gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP03. Multiple Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. S, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1923; City of La Habra

***P7. Owner and Address:**
Intrepid 822 Inglewood LP
14221 South Hawthorne Boulevard
Hawthorne, CA 90250

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 324 E. Florence Avenue

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 324 E. Florence Avenue City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-083-05

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 324 East Florence Avenue is a single-family residence constructed c.1915 in the Craftsman style. It is located on the north side of its parcel and faces north. It is one-story residence with an irregularly-shaped plan. The primary elevation is symmetrical. The exterior is clad in horizontal wood siding. The building is covered by a low pitched cross-gabled roof. The roof is covered with composite roofing material. There is a full-width porch with a front-gabled portion midway along the primary elevation. It is supported by rectangular wood piers that also repeat across the length of the primary elevation. There are three entrance doors evenly spaced along the primary elevation. They consist of double sets of multi-light wood French doors with wood screens. There are no windows on the primary elevation. Decorative elements include exposed rafter tails and trellises above the porch. Landscaping elements include a grass lawn and vines growing up a trellis at the east end of the porch.

The condition of the building is excellent. There are no visible alterations to the primary elevation. Character-defining features include the low pitched cross-gabled roof, horizontal wood siding, trellis-like porch, three sets of multi-light French doors, and exposed rafter tails.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg S. 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1915; Visual Observation

***P7. Owner and Address:**
Luis G. Nieves
324 East Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 332 E. Florence Avenue

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 332 E. Florence Avenue City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-083-03

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 332 East Florence Avenue is a single-family residence constructed c.1915 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story residence with a roughly rectangular plan. The primary elevation is asymmetrical. The exterior is clad in horizontal wood siding. The building is covered with a side-gabled roof with a lower front-facing gable on the west side of the primary elevation. The roof is covered with composite roofing material. There is an exterior brick chimney on the east elevation. There is a partial-width recessed porch on the east side of the primary elevation. It is supported by thin rectangular wood piers. The main entry door is located approximately midway along the primary elevation beneath the porch. It consists of a single wood paneled door with screen door and wood frame. Another door to the west mirrors the main entry in appearance. Windows consist of multi-light floor-to-ceiling wood windows and aluminum sliding windows within original wood frames. There is a detached garage to the southwest of the residence; it is clad in horizontal wood siding and has a front-gabled roof and wood garage door. Decorative elements of the residence include exposed roof beams and a vertical vent beneath the front-facing gable. Landscaping elements include a grass lawn, trees, and bushes.

The condition of the residence is excellent. Alterations include the replacement but not resizing of the windows on the east side of the primary elevation and the east elevation. Character-defining features include moderately pitched side gabled roof with lower front-facing gable, horizontal wood siding, wide wood door and window frames, multi-light floor-to-ceiling windows, exterior brick chimney, exposed roof beams, and vent beneath the front-facing gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg SW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1915; Visual Observation

***P7. Owner and Address:**
Salvador L. Perez
332 East Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 400 E. Florence Avenue

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 400 E. Florence Avenue City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-095-01

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The address on the building reads 230 North Cypress Street. The building is a single-family residence that was constructed c.1940 in the Minimal Traditional style. It is located on the west side of its lot and faces west. It is a one-story residence with a U-shaped plan and a concrete foundation. The primary elevation is asymmetrical. The exterior is clad in wood siding. The building is covered by a moderately pitched cross-gabled roof. The roof is covered with composite roofing material and has shallow, boxed eaves. There is an exterior brick chimney on the west side of the north elevation. The main entry door is located on the north side of the primary elevation and consists of a single door covered with a metal security screen. There is a wood paneled single door on the south side of the primary elevation; it faces north. Windows consist of a multi-light wood canted bay window with a combination of double-hung and fixed windows and multi-light double-hung wood windows. There is a wood garage door set into the southernmost end of the primary elevation. Decorative elements on the building are minimal. Landscaping elements include a grass lawn and bushes.

The condition of the building is good. Alterations include the addition of a security screen over the main entry door and the addition of a wood paneled door on the south side of the primary elevation. The wood siding on the south side of the primary elevation appears to have been replaced as well. Character-defining features include the plan, massing, wood siding, multi-light wood windows, canted bay window on the primary elevation, and brick chimney.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
West Elevation Lkg. E, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1940; Visual observation

***P7. Owner and Address:**
Julia W. Hill
26742 Venado Drive
Mission Viejo, CA 92691

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 513 W. Florence Avenue

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 513 W. Florence Avenue City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-032-10

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 513 West Florence Avenue is a single-family residence constructed in 1932 in the Spanish Colonial Revival style. It is located on the southern portion of its parcel and faces south. It is a one-story residence with a rectangular plan. The primary elevation is asymmetrical. The exterior is clad in smooth stucco. The building is covered by a combination roof consisting of a flat roof with clay tile coping over the northern portion of the building and a cross-gabled roof covered with clay tiles over the southern portion of the building. The main entrance is located in a projecting bay on the west side of the primary elevation; it faces east and consists of an arched door covered with a screen door. Windows consist of six-over-one double-hung wood windows and one multi-light vinyl window. Each window is flanked by wood louvered shutters. There is a low brick wall that encloses a patio along the east side of the primary elevation. Decorative elements include clay tile roof and shutters. Landscaping elements include a grass lawn, bushes, and a large pine tree that obscures the west side of the primary elevation.

The condition of the residence is excellent. Alterations include the addition of wood shutters around the windows, replacement of one window on the primary elevation with a vinyl window, and addition of the low brick wall enclosing the patio on the east side of the primary elevation. Character-defining features include asymmetrical primary elevation, smooth stucco exterior cladding, clay tile coping and roof tiles, arched main entry door, and six-over-one double-hung wood windows.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. N, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1931; City of La Habra

***P7. Owner and Address:**
Tony K. Quon
513 West Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 519 W. Florence Avenue

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 519 W. Florence Avenue City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-032-13

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 519 West Florence Avenue is a single-family residence constructed in 1912 in the Craftsman style. It is located on the southern portion of its parcel and faces south. It is a one-story residence with a rectangular plan and a concrete foundation. The primary elevation is symmetrical. The exterior is clad wood siding. The building is covered by a moderately pitched front-gabled roof. The roof is covered with composite roofing material. There is a full-width porch on the primary elevation; it is supported by battered wood piers on rectangular brick bases. The main entrance is located beneath the porch and consists of a door covered by a security screen. Windows consist of one-over-one vinyl windows within the original wood frames. Decorative features on the building include a latticework vent beneath the porch gable. Landscaping elements include a grass lawn and bushes.

The condition of the building is excellent. Alterations include the replacement but not resizing of the windows on the primary elevation and the addition of a security door over the main entry. Character-defining features include rectangular plan, moderately pitched front-gabled roof, front-gabled porch, wood siding, wood window and door frames, and latticework vent beneath the porch gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1912; City of La Habra

***P7. Owner and Address:**
Leah M. Hernandez
519 West Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 521 W. Florence Avenue

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 521 W. Florence Avenue City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-032-14

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 521 West Florence Avenue is a single-family residence constructed in 1929 in the Craftsman style. It is located on the southern portion of its lot and faces south. It is a one-story residence with a rectangular plan and a concrete foundation. The primary elevation is asymmetrical. The exterior is clad in horizontal wood siding. The building has a moderately pitched cross-gabled roof with a double front-facing gable. The roof is covered with composite roofing material. There is a partial-width porch on the east side of the primary elevation; it is supported by rectangular wood piers with rectangular brick bases. The main entrance is located beneath the porch approximately midway along the primary elevation; it consists of a wood door with four vertical lights and is covered by a security screen. Windows consist of bands of three one-over-one fixed and double-hung wood windows. Decorative elements include wood vents beneath the front-facing gables and exposed rafter tails. Landscaping elements include a grass lawn and bushes.

The condition of the residence is excellent. Alterations include the addition of a metal security door over the main entry and the replacement of the porch foundation and support cladding with brick. Character-defining features include rectangular plan, asymmetrical primary elevation, cross-gabled roof with double front-facing gables, wood siding, bands of three windows, exposed rafter tails, and vents beneath the front-facing gables.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg N, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1929; City of La Habra

***P7. Owner and Address:**
Philip Andrew Johnson III and Kelly Katayama
521 West Florence Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 116 W Francis Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 116 W Francis Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-061-02

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 116 West Francis Avenue is a single-family residence constructed in 1922 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad in wood siding. The building is covered by a low pitched side gabled roof with two inset front-facing gables. The roof is covered with composite roofing material. There is a chimney on the east side of the roof. The main entry is located approximately midway along the primary elevation beneath a porch formed by one of the front-facing gables and supported by battered wood piers. It consists of a multi-light wood frame window covered by a metal screen door. There is one wood sash tripartite one-over-one window to the east of the main entry and one pair of wood sash one-over-one double-hung windows to the west of the main entry. Decorative elements include vents beneath the front-facing gables. Landscaping elements include a grass lawn and bushes.

The condition of the building is excellent. The only alteration appears to be the replacement of the original porch cladding with stucco. Character-defining features of the building include wood siding, the pair of front-facing gables set into the roof, battered porch piers, and vents beneath the front-facing gables.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1922; City of La Habra

***P7. Owner and Address:**
Nicholas J. Sotelo
116 West Francis Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 118 W Francis Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 118 W Francis Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-061-03

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

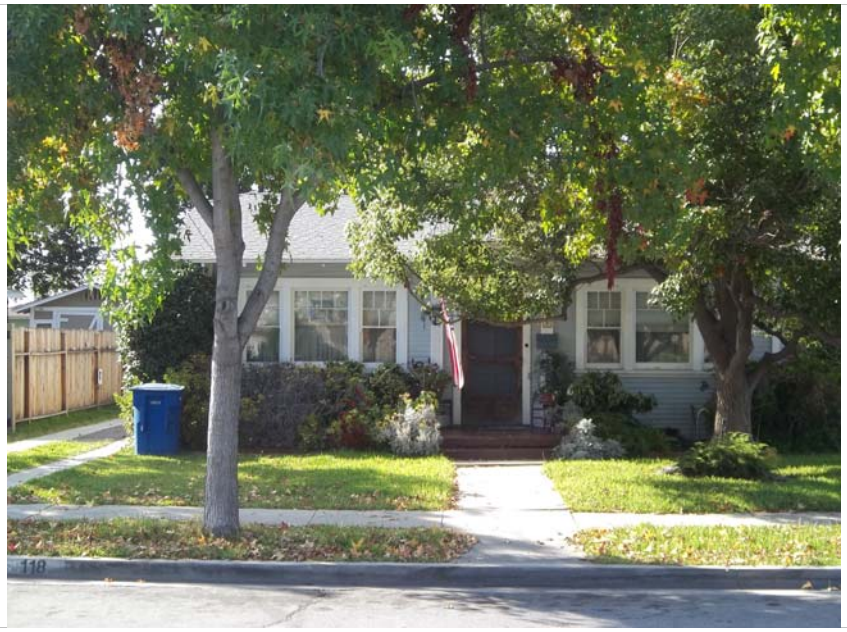
The building located at 118 West Francis Avenue is a single-family residence constructed in 1925 in the Craftsman style. It is located on the northern portion of its lot and faces north. It is a one-story, rectangular building. The exterior is clad with wood siding. The building is covered by a side-gabled roof with clipped gable ends. The main entry is located midway along the primary elevation beneath a small front-gabled overhang. The main entry is covered by a wood screen door and consists of a wood panel door that appears to be non-original. Other entries consist of a door on the west elevation that is obscured by a wood screen door. There are two wood sash tripartite multi-light windows on either side of the main entry. Other windows consist of a wood frame window on the west elevation that is partially obscured. Decorative elements include exposed rafter tails and decorative brackets above the main entry. Landscaping elements include a grass lawn, bushes, and mature trees. There is a detached garage located to the rear of the residence. It has a front-gabled roof with clipped gable ends.

The condition of the building is excellent. Alterations appear to be minimal and consist of the replacement of the main entry. Character-defining features include the wood siding, clipped roof gables, exposed rafter tails, curved overhang above the main entry, and tripartite multi-light windows.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. S, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1925; City of La Habra

***P7. Owner and Address:**
Cynthia A. Martinovich
118 West Francis Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 119 W Francis Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 119 W Francis Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-025-13

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 119 West Francis Avenue is a multi-family residence constructed in 1921 in the Craftsman style. It consists of two buildings facing onto a grass lawn and concrete walkway. The buildings are mirror images of each other. They are one-story, rectangular residences with concrete foundations. The primary elevations are asymmetrical. The exterior of each building is clad in wood siding. The buildings are covered by side-gabled roofs with multiple front gables over the main entries. The roofs are covered with composite roofing material. The main entries are located beneath narrow front-gabled porches and consist of doors with wood frames covered by security screens. There are three wood sash one-over-one double-hung windows and three pairs of wood sash one-over-one double-hung windows on each primary elevation. There are two pairs of one-over-one double-hung wood windows on the south elevation of the western building; there are two pairs of boarded up windows on the southern elevation of the eastern building. Decorative elements include exposed roof beams and exposed rafter tails. Landscaping elements include a grass lawn, trees, and bushes.

The condition of the buildings is good. Alterations appear minimal and consist of the addition of security screens over the main entries and boards over the windows on the south elevation of the eastern building. Character-defining features include wood siding, front-gabled porches above the main entries, exposed rafter tails, and exposed roof beams.

***P3b. Resource Attributes:** (List Attributes and codes) HP03. Multiple Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
West Elevation Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1921; City of La Habra

***P7. Owner and Address:**
Ikmet Zero
15202 East Matisse Circle
La Mirada, CA 90638

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 124 W Francis Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 124 W Francis Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-061-04

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 124 West Francis Avenue is a single-family residence constructed in 1923 in the Spanish Colonial Revival style. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular residence with a concrete foundation. The primary elevation is symmetrical. The exterior is covered with stucco. The building is covered by a roof consisting of flat and shed roof forms. The roof is covered by terra cotta tiles. There is a chimney on the north side of the west elevation. The main entry is located on the east elevation and is not visible. There is a band of three single-light windows and two wood sash multi-light windows on the north elevation and two windows flanking the main entry on the west elevation. The windows on the west elevation are mostly non-visible but have wood frames. There are few decorative elements on the building. Landscaping elements include a grass lawn.

The condition of the building is fair. Alterations include the replacement of the band of windows on the primary elevation and the possible replacement of the stucco on the exterior, though the original cladding material would have been stucco as well. Character-defining features include the terra cotta tile roof.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North and West Elevations Lkg. SE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1923; City of La Habra

***P7. Owner and Address:**
William D. Lemley
124 West Francis Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 125 W Francis Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 125 W Francis Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-025-26

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 125 West Francis Avenue is a single-family residence constructed in 1920 in the Craftsman style. It is located on the southern portion of its parcel and faces south. It is a one-story, nearly rectangular residence. The primary elevation is asymmetrical. The exterior is covered with wood siding. The building is covered by a side-gabled roof with a lower front-facing gable on the east side of the primary elevation. The roof is covered with composite roofing material. The main entry is located beneath a pediment on the west side of the primary elevation. It consists of a door with a wood frame and covered by a security screen. There are two wood sash multi-light windows flanking the main entry and one band of three narrow wood sash multi-light windows on the east side of the primary elevation. Decorative elements of the building include the pediment with Classical detailing above the main entry and exposed rafter tails. Landscaping elements include a grass lawn and bushes.

The condition of the building is good to excellent. Alterations appear limited to the addition of a security screen over the main entry. Character-defining features include wood siding, exposed rafter tails, pediment with Classical detailing, and vent beneath the front-facing gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. N, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1920; City of La Habra

***P7. Owner and Address:**
Donald Tapparo
125 West Francis Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 128 W Francis Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 128 W Francis Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-061-05

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 128 West Francis Avenue is a single-family residence constructed in 1922 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular residence. The primary elevation is asymmetrical. The exterior is clad with wood siding. The building is covered by a moderately pitched front-gabled roof covered with composite roofing material. There is a porch on the west side of the primary elevation formed by a lower front gable; it is supported by battered wood piers and has a river rock foundation. The main entry is located beneath the porch and consists of a wood multi-light door with multi-light sidelights. It is covered by a wood screen door. There is one wood sash tripartite multi-light window on the east side of the primary elevation. Decorative elements include vents beneath the gables and brackets below the roofline. Landscaping elements include a grass lawn and bushes.

The condition of the building is excellent. There do not appear to be any alterations to the building. Character-defining features include wood siding, double front gable, battered porch piers, and the brackets and vents below the roofline.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North and East Elevations Lkg. SW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1922; City of La Habra

***P7. Owner and Address:**
William Xsavier Diaz
128 West Francis Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 129 W Francis Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 129 W Francis Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-025-17

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 129 West Francis Avenue is a single-family duplex constructed in 1920 in the Craftsman style. It is located on the southern portion of its parcel and faces south. It is a one-story, rectangular building that sits on a concrete foundation. The exterior is clad with wood siding. The building is covered by a low-pitched cross-gabled roof with wide overhanging eaves. The main entry is located on the east side of the primary elevation beneath a decorative pediment with Classical detailing. The door consists of a multi-light wood frame door. There are two wood sash multi-light windows on either side of the main entry and one tripartite wood sash multi-light window on the west side of the elevation. Decorative elements include exposed rafter tails, exposed roof beams, and a pediment above the main entry. Landscaping elements include a grass lawn and bushes adjacent to the porch.

The building is in excellent condition. There do not appear to be any alterations to the building. Character-defining features include wood siding, pediment above the main entry, narrow multi-light windows, multi-light main entry door, and exposed rafter tails.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. N, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1920; City of La Habra

***P7. Owner and Address:**
Jane A. Ivory
129 West Francis Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 133 W Francis Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 133 W Francis Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-025-11

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 133 West Francis Avenue is single-family residence constructed in 1922 in the Spanish Colonial Revival style. It is located on the southern portion of its parcel and faces south. It is a one-story, L-shaped residence. The primary elevation is asymmetrical. The exterior is clad in textured stucco. The building is covered by a flat roof with parapet clad in terra cotta tiles. There is a porch on the east side of the primary elevation that is supported by thin rectangular piers with cross braces. The porch has a shed roof clad with terra cotta tiles. The main entry is located on the east side of the primary elevation beneath the porch. It consists of a wood panel door. It is covered by a security screen and has a narrow wood frame. There are two aluminum sliding windows on the east side of the primary elevation and one aluminum sliding window on the west side of the primary elevation. Decorative elements of the building are minimal and include cross braces beneath the porch. Landscaping elements include a grass lawn, bushes, and trees.

The condition of the building is good. Alterations include the replacement of the stucco, windows on the primary elevation, and the main entry door; and the addition of a security door over the main entry and an awning over the window on the west side of the primary elevation. Character-defining features include the terra cotta tile roof and asymmetrical façade.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. NW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1922; City of La Habra

***P7. Owner and Address:**
Carmen P. Escaleras
133 West Francis Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 111-115 W Greenwood Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 111-115 W Greenwood Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-015-12

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 111-115 West Greenwood Avenue is a multi-family duplex constructed in 1920 in the Craftsman style. It is located on the southern portion of its parcel and faces south. It is a one-story, rectangular building that sits on a concrete foundation. The exterior is clad with wood siding. The building is covered by a moderately pitched front-gabled roof with wide overhanging eaves. There is a nearly full-width porch on the primary elevation that consists of a front-gabled porch supported by battered wood piers with rectangular, brick-clad bases. The two main entrances are located beneath and consist of wood sash multi-light doors with their original wood frames and wood screens. Other entries consist of a door on the north side of the east elevation that is obscured by foliage. There are two wood sash tripartite windows consisting of one-over-one windows flanked by one-over-one, double-hung windows on the primary elevation. Other windows consist of wood sash one-over-one, double-hung windows on the east elevation, two of which has non-original shutters. Decorative elements include diagonal truss-work beneath the porch gable and exposed roof beams. Landscaping elements of the residence include a grass lawn, trees, and bushes. There is a detached garage to the rear of the residence at the northeast corner of the property.

The building is in excellent condition. Alterations to the building appear to be minimal and to consist of the addition of shutters on two of the east elevation windows. Character-defining features include wood siding, wide overhanging eaves, double front-facing gable, truss work beneath the porch gable, and battered porch piers.

***P3b. Resource Attributes:** (List Attributes and codes) HP03. Multiple Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. N, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1920; City of La Habra

***P7. Owner and Address:**
Daniel G. and Linda J. Poore
1312 Bonita Drive
La Habra Heights, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 351 E. Greenwood Avenue

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 351 E. Greenwood Avenue City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-494-06

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 351 East Greenwood Avenue is a single-family residence constructed c.1945 in the Ranch style. It is located on the southern portion of its triangular-shaped lot and faces south. It is a one-story residence with a rectangular plan. The primary elevation is asymmetrical. The exterior is clad in board and batten wood siding with horizontal wood siding around the projecting window bays and brick cladding near the foundation on the west side of the primary elevation. The building has a moderately pitched side-gabled roof with a lower front-facing gable. The roof is covered with wood shingles. There is an interior brick chimney located to the east of the midway point of the roof. The main entry is recessed and is located approximately midway along the primary elevation. It consists of a multi-light wood door. Windows consist of diamond pane fixed and double-hung wood windows. Decorative elements include exposed roof beams, exposed rafter tails, and brick exterior cladding. Landscaping elements include a grass lawn, palm trees, and bushes.

The condition of the residence is excellent. There are no visible alterations. Character-defining features include board and batten siding, horizontal wood siding, brick cladding, interior brick chimney, wood diamond pane windows, exposed rafter tails, exposed roof beams, and projecting window bays.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. N, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1945; Visual Observation

***P7. Owner and Address:**
Yong Yeol Oh
351 East Greenwood Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 127 W. Greenwood Avenue

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 127 W. Greenwood Avenue City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-015-09

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 127 West Greenwood Avenue is a single-family residence (now multi-family) constructed c.1930 in the Spanish Colonial Revival style. It is located on the eastern portion of its parcel and faces south. It is a one-story residence with a rectangular plan and a concrete foundation. The primary elevation is symmetrical. The exterior is clad in smooth stucco. The building has a flat roof with rolled asphalt covering and clay tile coping. There is an exterior stucco-clad chimney on the south side of the west elevation. There is a partial-width entrance porch midway along the primary elevation. The main entry door is located beneath the entrance porch and consists of a wood frame door with two large vertical lights. Windows consist of bands of three wood windows (one single-light fixed window flanked by fixed multi-light windows) and one-over-one double-hung wood windows. Decorative elements included arched openings, groups of three small louvered vents on the primary elevation, and clay tile coping. Landscaping elements include a grass lawn and low-scale palm trees. There is a detached garage with two paneled wood doors to the northwest of the residence. There is also another residence to the north of the detached garage. It is clad in stucco and has a flat roof with clay tile coping but the remainder is largely non-visible. It is not possible to tell if the building is original to the site or was constructed at a later date.

The condition of the residence is excellent. Alterations include the possible replacement of the main entry door and replacement of the vehicle doors on the detached garage. Character-defining features include rectangular floor plan, flat roof with clay tile coping, smooth stucco exterior cladding, symmetrical primary elevation, exterior stucco-clad chimney, archways around porch, and wood windows.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South and West Elevations Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1930; Visuab Observation

***P7. Owner and Address:**
Thomas L. Keysor
127 West Greenwood Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 310 W. Greenwood Avenue

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 310 W. Greenwood Avenue City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-022-15

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 310 West Greenwood Avenue is a single-family residence constructed c.1920 in the Craftsman style. It is located on the northern portion of its lot and faces north. It is a one-story residence with a rectangular plan and a concrete foundation. The primary elevation is symmetrical. The exterior is clad in horizontal wood siding. The building has a moderately pitched side-gabled roof with projecting front-facing gable; the roof is covered with composite roofing material. The roof extends into an overhang and porch, which is supported by four carved rectangular piers. The main entry door consists of a door covered with a wood screen door; it has a wide wood frame. Some windows were casement windows and were open, so it was not possible to discern their construction. They have wood frames. Remaining visible windows were fixed single-light wood windows. Decorative elements include carved porch piers, wood beams below the porch gable, exposed rafter tails, and vent and exposed roof beam beneath the front-facing roof gable. Landscaping elements include a grass lawn and bushes.

The condition of the residence is excellent. There are no visible alterations. Character-defining features include rectangular plan, symmetrical primary elevation, side-gabled roof with projecting front-facing gable, wood siding, wood window and door frames, rectangular porch piers, and exposed rafter tails.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1920; Visual Observation

***P7. Owner and Address:**
Jorge and Rosa M. Talley
310 West Greenwood Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 403 W. Greenwood Avenue

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 403 W. Greenwood Avenue City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-011-09

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 403 West Greenwood Avenue is a single-family residence constructed c.1930 in the Tudor Revival style. It is located on approximately the center of its lot and faces south. It is a one-story residence with an irregularly shaped plan and a concrete foundation. The primary elevation is asymmetrical. The exterior is clad in smooth stucco. The building has a steeply pitched side-gabled roof with two lower front-facing gables. The roof is covered with composite roofing material. There is an exterior stucco-clad chimney on the south side of the east elevation. The main entry is recessed and is located beneath a projecting front-gabled entryway. The door is located within an arched opening and consists of a single wood door with small glass light. Windows consist of multi-light wood windows. Decorative elements include exposed rafter tails, arched door opening, and vent beneath the front-facing roof gable. Landscaping elements include a grass lawn, trees, and bushes.

The condition of the residence is excellent. Alterations include the construction of an addition on the northeast side of the residence; it includes an attached garage. Character-defining features include smooth stucco exterior, asymmetrical primary elevation, arched entryway, multi-light wood windows, steeply pitched roof, and exposed rafter tails.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. NW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1930; Visual Observation

***P7. Owner and Address:**
Rafael Z. Bustos
403 West Greenwood Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 416 W. Greenwood Avenue

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 416 W. Greenwood Avenue City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-021-02

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 416 West Greenwood Avenue is a single-family residence constructed in 1922 in the Craftsman style. It is located on the northern portion of its lot and faces north. It is a one-story residence with a rectangular plan. The primary elevation is symmetrical. The exterior is clad in wood siding. The building has a moderately pitched side-gable roof with a lower front-gabled porch. The roof is covered with composite roofing material and has jerkinhead gables at each gable end. There is a full-width front-gabled recessed porch on the primary elevation. It is supported by battered wood piers with rectangular brick-clad bases. The porch is enclosed by a low wood picket fence. The main entry door is located midway along the primary elevation and consists of a wood panel door with diamond pane lights on the upper half. It is covered by a screen door and has a wide wood frame. Windows consist of fixed one-over-one windows with wood frames. Decorative elements include the jerkinhead gable, multi-colored brick cladding on the porch support bases, exposed rafter tails, exposed roof beams, and vent beneath the porch gable. Landscaping elements include a grass lawn and bushes.

The condition of the building is excellent. Alterations include the replacement of the cladding on the porch support bases and the replacement but not resizing of the main entry door. Character-defining features include symmetrical primary elevation, horizontal wood siding, wood door and window frames, battered porch piers, jerkinhead gables, one-over-one fixed wood windows, exposed rafter tails, exposed roof beams, and vent beneath the porch gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1922; City of La Habra

***P7. Owner and Address:**
Raelene G. Kaminsky
416 West Greenwood Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 801 W Highlander Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 801 W Highlander Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-410-01

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The property at 801 West Highlander Avenue is an educational campus that was constructed c.1950 in the Mid-Century Modern style. The campus consists of one-story educational buildings, tennis and basketball courts, baseball and soccer fields, and a surface parking lot. The educational buildings, which are located in the southeast corner of the campus, are one-story in height, clad with smooth stucco, and have flat, slightly sloping roofs that extend into wide overhangs that are supported by groups of thin piers and floor-to-ceiling brackets along the primary elevation. The primary elevation of each building is paneled and has bands of single-light fixed windows. Doors are spaced along the primary elevation for access to classrooms; they consist of single slab doors with a small light and wide surrounds.

The administration building is located along the southern perimeter of the campus. It is largely similar in appearance to the other classroom buildings with the addition of a large covered entryway. The entryway consists of a large, slightly sloping overhang that is supported by large piers. The primary elevation adjacent to the entryway overhang is sided with brick. Vertical metal louvers cover the windows to the west of the entryway overhang. Doors appear to consist of a group of double doors; they were open and thus not visible.

The condition of the buildings is excellent. Classroom doors appear to have been replaced, but that appears to the extent of the alterations. Character-defining features include wide overhangs supported by thin piers, the entryway overhang, slightly sloping rooflines, paneled primary elevations, and bands of single-light windows.

***P3b. Resource Attributes:** (List Attributes and codes) HP15. Educational Building; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg N, 9-20-2011

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1950; Visual observation

***P7. Owner and Address:**
Fullerton Union High School District
780 Beechwood Avenue
Fullerton, CA 92835

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 3/15/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 430 E La Habra Blvd

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 430 E La Habra Blvd City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-201-29

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The address on the building is indicated as 440 East La Habra Boulevard. The building is a commercial building constructed c.1920 in no particular style. It is located on the northern portion of its lot and faces north. It is a one-story commercial building with a concrete foundation. The primary elevation is symmetrical. The exterior is clad with stucco and brick. The building is covered by a flat roof; the roofing material is not visible from the street. The primary elevation features brick arches; the main entrance is located beneath the central arch. It consists of a single wood panel door. Windows consist of two multi-light wood casement windows and one single-light fixed window adjacent to the main entry. Decorative elements include wrought iron screens beneath the two outer arches and wrought iron railings around the two multi-light wood windows. The building is constructed adjacent to the sidewalk, and there are no landscaping elements to speak of.

The condition of the building is excellent. Alterations include the replacement of the window adjacent to the main entry and addition of the wrought iron decorative elements. Character-defining features include one-story rectangular massing, lack of setback from the street, arches along the primary elevation, multi-light wood windows, and brick exterior cladding.

***P3b. Resource Attributes:** (List Attributes and codes) HP06. 1-3 Story Commercial Building; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg S, 9-20-2011

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1920; Visual observation

***P7. Owner and Address:**
La Habra Investment Group
440 East La Habra Boulevard
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 3/15/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 519 E. La Habra Boulevard

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 519 E. La Habra Boulevard City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 303-125-18

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 519 East La Habra Boulevard is a single-family residence constructed c.1920 in the Craftsman style. It is located on the northern portion of its lot and faces south. It is a one-story residence with a rectangular plan and a concrete foundation. The primary elevation is asymmetrical. The exterior is clad in horizontal wood siding. The building has a cross-gabled roof with two front-facing gables. The roof is covered with composite roofing material. The southeast side of the roof forms a recessed porch that is supported by thin rectangular wood piers. The main entry door is boarded over but retains its original wood frame. Windows consist of multi-light vinyl windows in configurations such as a canted bay window, pairs, and single windows; the majority of the windows retain their original wood frames. Decorative elements include louvered vents beneath the front-facing gables. Landscaping elements include a grass lawn and trees.

The condition of the building is good. Alterations include the replacement of all of the windows with vinyl windows. Character-defining features include rectangular plan, cross-gabled roof, asymmetrical primary elevation, horizontal wood siding, recessed porch, deeply recessed porch, wood window frames, and wood door frame.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1920; Visual Observation

***P7. Owner and Address:**
Joann Merchant Young Trust
418 East La Habra Boulevard
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 717 E. La Habra Boulevard

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 717 E. La Habra Boulevard City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 303-124-08

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 717 East La Habra Boulevard is a commercial building constructed c.1955 in the Midcentury Modern style. It is located on the southern portion of its lot and faces south. It is a one-story building with a rectangular plan. The primary elevation is asymmetrical. The exterior is clad in stucco and brick. The building has a flat roof covered with rolled asphalt roofing material. The primary elevation features a flat roof overhang along its full length and a projecting tower mid-way along the elevation. The main entrance is located on the south elevation and consists of a glass and metal storefront door. Windows consist of large single-light metal windows.

The condition of the building is good. Alterations include the addition of a partial second story midway along the building's length. It is clad in stucco and has a tile-clad side-gabled roof. Character-defining features include flat roof, minimal decoration on the primary elevation, brick and stucco exterior cladding, projecting roof overhang, projecting tower midway along the primary elevation, large metal single-light storefront windows, and metal storefront door.

***P3b. Resource Attributes:** (List Attributes and codes) HP06. 1-3 Story Commercial Building; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation, Lkg. NE, 9-20-2011

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1955; Visual Observation

***P7. Owner and Address:**
Daniel and Charlene Cannon
1421 North Euclid Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 740 E. La Habra Boulevard

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 740 E. La Habra Boulevard City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 298-131-01

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 740 East La Habra Boulevard is a multi-family residence constructed c.1925 in the Spanish Colonial Revival style. The bungalow court takes up the majority of its parcel. It consists of seven residential buildings facing towards a central walkway. All of the buildings have flat roofs with clay tile coping and are clad in smooth stucco. Each of the six buildings that face east-west is one-story in height and has a shed roof overhang supported by curving brackets. The entrances are located beneath these overhangs and consist of a single door covered by a security screen or screen door. Windows consist of sliding vinyl windows and one-over-one double-hung wood windows.

The building that faces north-south is a two-story building. The main entrance is located on the east side of the building and is sheltered by a shed roof overhang with curving brackets. The entrance consists of a multi-light wood door. Windows consist of vinyl sliding windows. Decorative features on the buildings are minimal. Landscaping consists of bushes planted throughout the central courtyard.

The condition of the buildings is good. Alterations include the replacement of some windows and the addition of security screens over some entrance doors. Character-defining features include configuration around a central courtyard, smooth stucco exterior cladding, flat roofs with clay tile coping, shed roof overhang with curving brackets, and one-over-one double-hung wood windows.

***P3b. Resource Attributes:** (List Attributes and codes) HP03. Multiple Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1925; Visual Observation

***P7. Owner and Address:**
Elroy Schoppa
1011 Shelburne Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 310 W. La Habra Boulevard

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 310 W. La Habra Boulevard City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 298-062-02

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 310 West La Habra Boulevard is a single-family residence constructed c.1920 in the Craftsman style. It is located on the northern portion of its lot and faces north. It is a one-story residence with a rectangular plan and a concrete foundation. The primary elevation is symmetrical. The exterior is clad in horizontal wood siding. The building has a steeply pitched side-gabled roof that is covered with rolled asphalt. The main entry is located beneath a front-gabled pediment that is supported by carved brackets. The entry consists of a multi-light glazed wood door with multi-light sidelights. Windows consist of bands of three windows which include fixed wood windows with a thin band of small lights at the top and fixed multi-light wood windows. Decorative features include exposed rafter tails, multi-light wood door with sidelights, and pediment above the main entry door. Landscaping elements include a small lawn, trees, and flower beds.

The condition of the building is good. Alterations are minimal. Character-defining features include rectangular plan, symmetrical primary elevation, side-gabled roof, main entry pediment with carved brackets, multi-light wood windows and door, and exposed rafter tails.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. S, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1920; Visual Observation

***P7. Owner and Address:**
Antonio and Maria Barricella
1060 Brookdale Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 601 W. La Habra Boulevard

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 601 W. La Habra Boulevard City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-042-18

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 601 West La Habra Boulevard is a commercial building constructed c.1955 in the Midcentury Modern style. It is located on the western side of its parcel and faces south. It is a one-story commercial building with a rectangular plan. The primary elevation is asymmetrical. The exterior is clad in smooth stucco and corrugated metal. The building has a flat roof with a corrugated metal parapet and curving overhang along the south and east elevations. The overhang is supported on the south elevation by angled projections that separate the storefronts. The entryways are located on the south elevation and southeast corner of the building. They consist of metal storefront doors. Windows consist of large single-light windows and aluminum sliding windows. There is a neon sign directly to the south of the building; it is a vertical neon sign.

The condition of the building is good. There appear to have been some alterations to the storefronts, including the replacement of some storefront windows with aluminum sliding windows and replacement of the entry doors. Character-defining features include curving roof overhang, corrugated metal parapet, flat roof, smooth stucco exterior, and neon sign.

***P3b. Resource Attributes:** (List Attributes and codes) HP06. 1-3 Story Commercial Building; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South and East Elevations Lkg. NW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1955; Visual Observation

***P7. Owner and Address:**
Waiwit and Upar Choompoo
3571 Kemble Avenue
Long Beach, CA 90808

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 720 W. La Habra Boulevard

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 720 W. La Habra Boulevard City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 298-022-35

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 720 West La Habra Boulevard is a single-family residence constructed c.1925 in the Spanish Colonial Revival style. It is located on the northern portion of its parcel and faces north. It is a one-story residence with an irregular plan. The primary elevation is asymmetrical. The exterior is clad in smooth stucco. The building has a combination roof consisting of a flat roof, front- and side-gabled roofs, and a circular tower over the main entry. The roof is covered with rolled asphalt and terra cotta tiles. The main entry is recessed and located beneath a circular tower with an arched entrance; it is not visible. Windows consist of wood multi-light windows. Decorative elements include terra cotta roof tiles, tower with arched entrance, and exposed rafter tails. Landscaping elements include trees and bushes. There is a detached garage to the southeast of the residence; it is clad with stucco and has a flat roof with terra cotta tile over the primary elevation and a wood sliding door. The property is raised above the street grade and is partially surrounded by a wire fence.

The condition of the residence is excellent. There are no visible alterations. Character-defining features include irregular plan and massing, asymmetrical primary elevation, smooth stucco exterior cladding, terra cotta roof tiles, exposed rafter tails, circular tower with arched opening, and multi-light wood windows.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1925; Visual Observation

***P7. Owner and Address:**
Juan Jose and Trina Cuevas
720 West La Habra Boulevard
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 111 N Lois Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 111 N Lois Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-052-03

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 111 North Lois Street is a single-family residence constructed in 1912 in the Craftsman style. It is located on the eastern portion of its parcel and faces east. It is a one-story, rectangular residence. The primary elevation is asymmetrical. The exterior is covered with stone block siding. The building is covered by a moderately pitched hipped roof with a front-gabled porch. The roof is covered in composite roofing material. There is a chimney on the west side of the roof. There is a partial-width, wraparound porch on the south side of the primary elevation. The porch is supported by rectangular stone piers. The main entry is located beneath the porch approximately midway along the primary elevation. It consists of a door covered by a security screen. There are at least two vinyl multi-light windows on the primary elevation; the third window on the primary elevation is not visible due to foliage. Decorative features of the building include the stone siding, truss work beneath the porch gable, and exposed rafter tails. Landscaping elements include a grass lawn, a tree, and bushes.

The condition of the building is good to excellent. Alterations include the replacement of at least two of the three windows on the primary elevation; the third window is not visible and so it is not possible to determine if it has been replaced. Character-defining features include a rectangular plan, hipped roof, stone block exterior cladding, wraparound porch, truss work beneath the porch gable, stone chimney, and exposed rafter tails.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. NW, 11-7-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1912; City of La Habra

***P7. Owner and Address:**
Mario and Teresa Guzman
111 North Lois Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 12/5/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 117 N Lois Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 117 N Lois Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-052-02

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 117 North Lois Street is a single-family residence constructed in 1916 in no particular style. It is located on the eastern portion of its lot and faces east. It is a one-story, roughly rectangular residence. The primary elevation is symmetrical. The exterior is covered in wood siding with battens at each corner. The building is covered by a steeply pitched side-gabled roof clad in composite roofing material. There is a shed-roof overhang supported by brackets midway along the primary elevation. The main entry is located beneath the porch and consists of a wood panel door with a filled-in sidelight on its north side. There are two wood sash windows of different widths on the primary elevation. Decorative elements are minimal. Landscaping elements include a grass lawn and small palm trees.

The condition of the building is good to excellent. Alterations include the possible addition of the overhang above the main entry and the replacement of the main entry door. There appears to be an addition at the rear of the building. Character-defining features include wood siding and wide wood window frames.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. SW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1916; City of La Habra

***P7. Owner and Address:**
Jose and Beatriz Estrada
117 North Lois Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 119 N Lois Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 119 N Lois Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-052-01

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 119 North Lois Street is a multi-family duplex constructed in 1916 in the Craftsman style. It is located on the northeast corner of its parcel and faces east. It is a one-story, rectangular building that sits on a concrete foundation. The exterior is clad with wood siding. The building is covered by a moderately pitched front-gabled roof with wide overhanging eaves. There is a nearly full-width porch on the primary elevation that consists of a front-gabled porch supported by pairs of rectangular wood piers. The porch has a stone masonry foundation. The two main entrances are located beneath the porch. They are multi-light wood doors with wood frames. There are two wood sash one-over-one, double-hung windows on the primary elevation. Decorative elements include exposed rafter tails, vents beneath the front-facing gables, triangular knee braces, and the stone foundation. There is a multi-car detached garage located to the rear of the property. The garage faces north onto West Erna Avenue.

The condition of the building is good. Alterations include the possible modification of the north main entry door frame, as it appears narrower than its counterpart to the south, as well as the addition of security doors over the main entries. Character-defining features include double front-facing gable, wood siding, and vents beneath the porch gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP03. Multiple Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. W, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1916; City of La Habra

***P7. Owner and Address:**
Carlos R. Cordova
650 North Fonda Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 231 N Lois Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 231 N Lois Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-055-11

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 231 North Lois Street is a single-family residence constructed in 1919 in the Craftsman style. It is located on the eastern portion of its parcel and faces east. It is a one-story, rectangular residence. The primary elevation is asymmetrical. The exterior is covered in wood siding. The building is covered by a moderately pitched front-gabled roof. There is a front-gabled porch on the south side of the primary elevation that is supported by unadorned columns. The main entry is located approximately midway along the primary elevation beneath the porch. It consists of a wood panel door with single glass light covered with wrought iron bars. The door is covered by a screen door. There are two tripartite wood sash windows containing one-over-one windows on the primary elevation. Decorative elements of the building include truss work beneath the porch gable, a vent beneath the roof gable, exposed roof beams, and curved rafter tails. Landscaping elements include a grass lawn and bushes.

The condition of the building is good to fair. Alterations appear minimal and include the possible replacement of the porch piers. Character-defining features include wood siding, double roof gables, truss work and vent beneath the roof gables, and exposed rafter tails.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. W, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1919; City of La Habra

***P7. Owner and Address:**
Keith and Cecelia Acker
231 North Lois Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 235 N Lois Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 235 N Lois Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-055-10

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

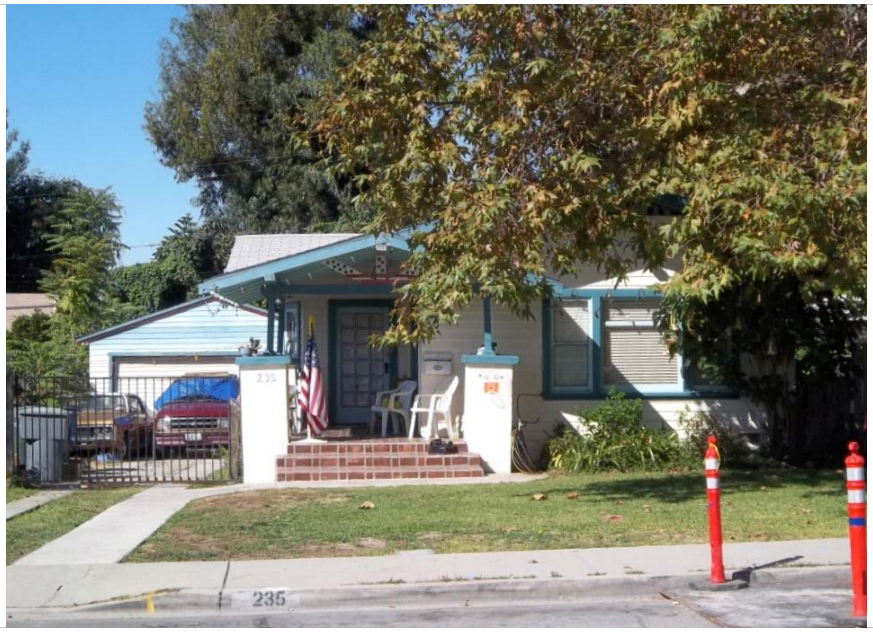
The building at 235 North Lois Street is a single-family residence constructed in 1912 in the Craftsman style. It is located on the eastern portion of its parcel and faces east. It is a one-story, rectangular residence. The primary elevation is asymmetrical. The exterior is covered in wood siding. The building is covered by a moderately pitched cross-gabled roof covered with composite roofing material. There is a front-gabled porch on the south side of the primary elevation that is supported by thin rectangular piers with wide rectangular bases. The main entry is located on the south side of the primary elevation beneath the porch. It consists of a multi-light wood door. There is a French door flanked by floor-to-ceiling multi-light windows beneath the porch at a perpendicular angle to the main entry. There is a wood sash tripartite window consisting of three one-over-one windows on the north side of the primary elevation, and there is a wood sash bay window consisting of three one-over-one windows on the south elevation. Decorative elements of the building include exposed rafter tails, exposed roof beams, and truss work beneath the porch gable. Landscaping elements include a grass lawn, bushes, and a mature tree.

The condition of the building is excellent. There do not appear to be any alterations. Character-defining features include wood siding, cross-gabled roof, bay window on the south elevation, truss work beneath the porch gable, exposed rafter tails, and exposed roof beams.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. W, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1912; City of La Habra

***P7. Owner and Address:**
Lu Anne Garland
P.O. Box 202
Wildwood, CA 96076

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 301 N Lois Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 301 N Lois Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-055-09

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 301 North Lois Street is a single-family residence constructed in 1914 in the Craftsman style. It is located on the eastern portion of its lot and faces east. It is a one-story, rectangular residence. The primary elevation is symmetrical. The exterior is clad in wood siding. The building is covered by a moderately pitched side-gabled roof with lower front-facing gable over the porch. The roof is covered with composite roofing material. There is a front-gable porch midway along the primary elevation that is supported by battered wood piers with rectangular bases and partially surrounded by a wood railing. The main entry is located beneath the porch and is not visible due to a security screen. The door is flanked by two one-over-one wood sash windows. There are two one-over-one double-hung wood sash windows on the primary elevation. Decorative elements of the building include a vent beneath the front-facing gable and battered porch piers. Landscaping elements include a grass lawn and palm trees.

The condition of the building is good to excellent. Alterations include the addition of a security screen over the main entry. Character-defining features include wood siding, exposed rafter tails, battered porch piers, vent beneath the gable, and the railing around the porch.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. NW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1914; City of La Habra

***P7. Owner and Address:**
Paulina Torres
301 North Lois Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 309 N Lois Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 309 N Lois Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-055-07

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 309 North Lois Street is a single-family residence constructed in 1913 in the Craftsman style. It is located on the eastern portion of its lot and faces east. It is a one-story, rectangular residence. The primary elevation is symmetrical. The exterior is clad in wood siding. The building is covered by a moderately pitched front-gabled roof with narrow eaves and lower front-gabled porch center along the primary elevation. The porch is supported by rectangular wood piers with rectangular bases and has a low wall running along its length. The main entry is located beneath the porch midway along the primary elevation and is covered by a security screen. There are two multi-light vinyl windows on the primary elevation. Decorative elements are minimal and include a vent beneath the roof gable and exposed roof beams. Landscaping elements include a grass lawn.

The condition of the building is good to fair. Alterations include the replacement of the main entry door and windows on the primary elevation. Character-defining features include wood siding, front-gabled porch, vent beneath the porch gable, and exposed roof beams.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. NW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1913; City of La Habra

***P7. Owner and Address:**
Raymond Gomez
1439 West Whittier Boulevard
Brea, CA 92821

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 316 N Lois Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 316 N Lois Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-061-16

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 316 North Lois Street is a multi-family residence constructed in 1929 in the Spanish Colonial Revival style. It is located approximately on the center of its parcel and faces west. It is a one-story, rectangular residence. The primary elevation is asymmetrical. The exterior is clad in textured stucco. The building is covered by a flat roof with terra cotta tiles lining the perimeter of the roof. The main entry that faces onto North Lois Street is located beneath an arched entryway topped by two rectangular turrets. The main entry consists of a glazed wood panel door and is covered by a screen door. There is another entry door consisting of a narrow glazed wood panel door approximately midway along the primary elevation. A third entry door consisting of a wood panel door with fanlight is located on the north elevation. There is another entry door surrounded by an archway on the east side of the north elevation, but it is obscured from view. The windows on the primary elevation consist of wood sash one-over-one double-hung windows. Windows on the north elevation consist of one wood sash one-over-one double-hung window and a band of three wood sash one-over-one double-hung windows. Decorative elements include the archways around the entry doors and turrets above the entries. Landscaping elements include a grass lawn, trees, and bushes.

The condition of the building is good. Alterations include the replacement of the exterior cladding with stucco, though the building would originally have been clad in stucco, and replacement of all visible entry doors. Character-defining features include the flat roof with terra cotta tile perimeter and arches around the entry doors.

***P3b. Resource Attributes:** (List Attributes and codes) HP03. Multiple Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North and West Elevations Lkg. SE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1929; City of La Habra

***P7. Owner and Address:**
Charrl C. de Berry
1221 Hacienda Road
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 327 N Lois Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 327 N Lois Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-055-03

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 327 North Lois Street is a single-family residence that was constructed c.1930 in the Spanish Colonial Revival style. It is located on the center of its parcel and faces east. It is a one-story, rectangular residence. The primary elevation is asymmetrical. The exterior is clad in stucco. The building is covered by a flat roof with a front-gabled and shed roof over the primary elevation. The roof is clad with terra cotta tile around the perimeter and over the primary elevation. There is a chimney on the south elevation. The main entry is located on the south side of the elevation beneath an overhang formed by the shed roof. The overhang is supported by carved brackets. The main entry is covered by a security screen. There are two wood frame single-light windows on the primary elevation and one tripartite wood frame window that consists of a single-light window flanked by two narrow windows that appear to have three lights. The tripartite window is topped by an arch. There is one wood frame window on the primary elevation that is not visible due to foliage. Decorative elements include carved brackets, arch above the tripartite window on the primary elevation, terra cotta roof tiles, and a wrought iron fence surrounding the tripartite window. Landscaping elements include bushes, trees, and a grass lawn.

The condition of the building is good. Alterations include the replacement of the main entry door, replacement of the windows on the primary elevation, possible replacement of the stucco on the exterior, and the addition of a security screen. Character-defining features include the terra cotta roof tiles, arch above the tripartite window, decorative brackets around the main entry, and asymmetrical primary elevation.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. W, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1930; La Habra Historic Resources Inventor

***P7. Owner and Address:**
Jose R. de Torres and Maria-Jose O. de Torres
327 North Lois Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 403 N Lois Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 403 N Lois Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-055-02

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 403 North Lois Street is a single-family residence that was constructed in 1920 with Craftsman influences. It is located on the center of its parcel and faces east. It is a one-story, rectangular residence. The primary elevation is symmetrical. The exterior is clad in wood siding. The building is covered by a moderately pitched side-gabled roof with a lower front-facing gable over the porch. The roof is covered with composite roofing material. The main entry is located midway along the primary elevation beneath the porch, which extends from the primary elevation and is supported by thin rectangular piers. The main entry is covered by a security screen. There are four vinyl one-over-one single-hung windows on the primary elevation. Decorative elements on the building are minimal. Landscaping elements include a grass lawn and bushes.

The condition of the building is good. Alterations include the replacement of the main entry door as well as the windows on the primary elevation, the addition of a security screen over the door, and the re-cladding of the porch foundation. Character-defining features include wood siding and moderately pitched roof.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. W, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1920; City of La Habra

***P7. Owner and Address:**
Maria L. Hermosillo
403 North Lois Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 405 N Lois Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 405 N Lois Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-055-01

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 405 North Lois Street is a single-family residence constructed in 1920 in the Spanish Colonial Revival style. It is located on the eastern portion of its parcel and faces east. It is a one-story, somewhat irregularly shaped building consisting of two rectangular portions arranged adjacent to each other. The building sits on a concrete foundation. The exterior is covered with stucco. The building is covered by a flat roof with a shed roof over the primary elevation. There is a chimney on the south elevation. There is a porch that is supported by rectangular wood piers on the south side of the primary elevation. The main entry is located approximately midway along the primary elevation and is not visible. There are three windows on the primary elevation which consist of two wood sash tripartite multi-light windows and one small wood sash single-light window. Decorative elements include terra cotta roof tiles and exposed roof beams. Landscaping elements include a grass lawn, bushes, and a mature tree adjacent to the residence.

The building is in good condition. Alterations appear minimal.

Character-defining features include irregular massing and plan, terra cotta roof tiles, stucco exterior cladding, and exposed roof beams.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. W, 11-9-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1929; City of La Habra

***P7. Owner and Address:**
Robert Charles Casanares
405 North Lois Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 11/28/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 406 N Lois Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 406 N Lois Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-025-10

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 406 North Lois Street is a single-family residence constructed in 1922 in the Spanish Colonial Revival style. It is located on the center of its parcel and faces west. The primary elevation is symmetrical. The exterior is covered in stucco. The building is covered by a flat roof with terra cotta tile along the perimeter. The main entry is located midway along the primary elevation beneath a shed roof overhang and consists of a door covered by a security screen. There is a set of brick-clad steps leading to the main entry. There are two vinyl multi-light sliding windows on the primary elevation. Decorative elements are minimal and include vents near the roofline and the terra cotta tile over the porch. Landscaping elements include a grass lawn, bushes, and a tree.

The condition of the building is fair to good. Alterations include the replacement of the exterior stucco, windows on the exterior of the primary and north elevation (the other elevations' windows are not visible), and main entry door. A security screen has been added over the main entry door. Character-defining features include terra cotta tile.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
West Elevation Lkg. SE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1922; City of La Habra

***P7. Owner and Address:**
Angelina S. Valenica
P.O. Box 773
La Habra, CA 90633

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 408 N Lois Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 408 N Lois Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-025-24

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 408 North Lois Street is a single-family residence constructed in 1922 in the Spanish Colonial Revival style. It is located on the center of its parcel and faces west. The primary elevation is symmetrical. The exterior is covered in stucco. The building is covered by a flat roof with terra cotta tile along the perimeter. The main entry is located midway along the primary elevation beneath a shed roof overhang and consists of a wood panel door. The overhang is supported by rectangular piers. There are two pairs of wood sash four-over-one double-hung windows on the primary elevation. Decorative elements are minimal and include vents near the roofline and the terra cotta tile over the porch. Landscaping elements include a grass lawn.

The condition of the building is fair to good. Alterations include the replacement of the exterior stucco and main entry door. Character-defining features include terra cotta tile.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
West Elevation Lkg. E, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1922; City of La Habra

***P7. Owner and Address:**
JRL Investmen Group Inc.
P.O. Box 2117
La Habra, CA 90632

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 505 N Lois Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 505 N Lois Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-022-07

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 505 North Lois Street is a single-family residence that was constructed in 1941 in the Ranch style and was designed by notable Southern California architect Cliff May. It is located on the eastern portion of its lot and faces east. It is a one-story U-shaped residence with a concrete foundation. The primary elevation is largely obscured by foliage and a perimeter wall that encloses a courtyard. The exterior is clad in smooth stucco. The building is covered by a cross-hipped roof that is clad with composite roofing material. There is a stucco-clad false chimney at the southeast corner of the residence. The main entry is not visible, as it appears to be located within the enclosed courtyard. A slatted wood door provides access to the courtyard. Windows consist of multi-light wood windows, some of which are flanked by wood shutters. Some windows are covered by sets of protruding wood bars. Decorative elements include exposed rafter tails. The landscaping, which includes mature trees and a grass lawn, is an integral part of the architecture and decoration of the residence and is incorporated into the residence in the form of a courtyard filled with trees. There is an attached garage on the north side of the residence. It has a wood diamond pane door.

The condition of the residence is good. Visibility is limited due to mature landscaping, but there appear to be few alterations. Character-defining features include smooth stucco exterior cladding, exposed rafter tails, diamond pane wood garage door, and courtyard with landscaping incorporated.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East and South Elevations Lkg NW, 9-20-2011

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1941; City of La Habra

***P7. Owner and Address:**
Louis R. Hooper
505 North Lois Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 3/15/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 230 N. Lois Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 230 N. Lois Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-062-16

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 230 North Lois Street is a single-family residence constructed c.1915 in the Craftsman style. It is located on the western portion of its lot and faces west. It is a one-story residence with a rectangular plan and a concrete foundation. The primary elevation is asymmetrical. The exterior is clad in horizontal wood siding. The building has a side-gabled roof with a lower-front facing gable. The roof is covered by composite roofing material and has wide overhanging eaves. There is a partial-width front-gabled porch midway along the primary elevation; it is supported by battered wood piers with rectangular concrete bases. The porch is raised and partially surrounded by a low concrete wall. The main entry door is located beneath the porch and consists of a wood door with leaded glass light; it is covered by a screen door and has a wide wood frame. Windows consist of bands of three windows – the bands are made up of nine-over-one double-hung wood windows and a fixed window with multi-light top sash. There is also a single fixed window with a multi-light top sash. All have wide wood frames. Decorative elements of the building include brackets beneath the eaves, a vent beneath the porch gable, a row of dentils along the wall beneath the porch gable, and battered wood piers. Landscaping elements include a grass lawn.

The condition of the building is excellent. Alterations appear minimal and include the addition of a screen door over the main entry and the possible replacement of the main entry door. Character-defining features include rectangular plan, asymmetrical primary elevation, side-gabled roof with lower front-facing porch gable, horizontal wood siding, battered porch piers, multi-light wood windows, brackets beneath the eaves, louvered vent, and a row of dentils.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
West Elevation Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1915; Visual Observation

***P7. Owner and Address:**
Patricia J. Gagne
230 North Lois Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 530 S. McFadden Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 530 S. McFadden Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 298-055-12

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The address on the building reads 529 South McFadden Street. The building is a community center constructed c.1920 in no particular style. It is located on the western portion of its lot and faces west. It is a one-story building with a rectangular plan and a concrete foundation. The primary elevation is asymmetrical. The exterior is clad in asbestos shingles. The building has a flat roof with a parapet along the primary elevation. The roof is covered by rolled asphalt. The main entrance is located beneath a flat-roofed overhang that is supported by thin metal bars. It consists of a slab door covered by a screen door. It is accessed by concrete steps. There are three one-over-one double-hung windows with wood frames on the primary elevation. Decorative elements on the building are minimal. Landscaping elements include bushes.

The condition of the building is good. Alterations include the replacement of the exterior cladding with asbestos shingles, replacement of the main entry door, addition of the flat overhang above the main entry, and partial replacement of some window frames (they are still wood). Character-defining features include rectangular plan, flat roof with parapet, asymmetrical primary elevation, and one-over-one double-hung wood windows.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North and West Elevations, Lkg SE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1920; Visual Observation

***P7. Owner and Address:**
Georgina Lewis
1559 Summertime Drive
Diamond Bar, CA 91765

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 532 S. McFadden Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 532 S. McFadden Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 298-055-13

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The address on the building reads 530 South McFadden Street. The building is a single-family residence constructed c.1920 as a shotgun house. It is located on the western portion of its parcel and faces west. It is a one-story building with a rectangular plan and a concrete foundation. The primary elevation is symmetrical. The exterior is clad in horizontal wood siding. The building has a steeply pitched front-gabled roof. The main entrance is located beneath a low-pitched shed roof overhang that is supported by thin metal bars. It consists of a wood paneled door with a screen door and wood frame. Windows consist of multi-light vinyl single-hung windows. Decorative elements are minimal. Landscaping elements include a grass lawn and bushes.

The condition of the building is fair to good. Alterations include the replacement but not resizing of the windows on the primary elevation, replacement of the main entry door, and addition of a shed roof overhang above the main entry. Character-defining features include long, rectangular massing, symmetrical elevation, horizontal wood siding, and steeply pitched front-gabled roof with boxed eaves.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
West Elevation Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1920; Visual Observation

***P7. Owner and Address:**
Josie Anderson
161 North Roscoe Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 534 S. McFadden Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 534 S. McFadden Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 298-055-14

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This building is located on the same parcel as 600 South McFadden Street.The building is a single-family residence constructed c.1920 as a shotgun house. It is located on the western portion of its parcel and faces west. It is a one-story building with a rectangular plan and a concrete foundation. The primary elevation is symmetrical. The exterior is clad in horizontal wood siding. The building has a moderately pitched front-gabled roof. The main entrance is located midway along the primary elevation and consists of a wood slab door with narrow wood frame. Windows consist of aluminum sliding windows with narrow wood frames. Decorative elements are minimal. Landscaping elements include a grass lawn.

The condition of the building is fair to poor. Alterations include the replacement of the main entry door and windows with aluminum sliding windows. Character-defining features include rectangular plan, symmetrical primary elevation, moderately pitched front-gabled roof, horizontal wood siding, and exposed rafter tails along the north and south elevations.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
West Elevation Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1920; Visual Observation

***P7. Owner and Address:**
Conseulo Gomez
140 Las Lomas Drive
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 600 S. McFadden Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 600 S. McFadden Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 298-055-14

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 600 South McFadden Street is a single-family residence constructed c.1920 as a shotgun house. It is located on the western portion of its parcel and faces west. It is a one-story building with a rectangular plan and a concrete foundation. The primary elevation is symmetrical. The exterior is clad in horizontal wood siding. The building has a moderately pitched front-gable roof. The roof is covered by composite roofing material. There is a full-width porch with a half-hipped roof along the primary elevation. It is supported by four circular porch supports. The main entrance is located midway along the primary elevation beneath the porch. It consists of a wood slab door. Windows consist of one-over-one single-hung vinyl windows within wood frames. Decorative elements are minimal. Landscaping elements include a grass lawn and bushes.

The condition of the building is fair. Alterations include the replacement of the windows and main entry door, replacement of the porch supports, and addition of a low wood wall around the porch. Character-defining features include rectangular plan, symmetrical primary elevation, horizontal wood siding, porch with half-hipped roof, and exposed rafter tails along the north and south elevations.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
West Elevation Lkg. SE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1920; Visual Observation

***P7. Owner and Address:**
Consuelo Gomez
140 Las Lomas Drive
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 434 N McPherson Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 434 N McPherson Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-090-35

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 434 North McPherson Street is a single-family residence that was constructed c.1915 in the Craftsman style. It occupies the majority of its parcel and faces west. It is a two-story, L-shaped residence. The primary elevation is asymmetrical. The exterior is clad in wood siding. The building is covered by a moderately-pitched front-gabled roof with a pent roof porch on the south side of the primary elevation. The roof is clad with composite roofing material. There is a chimney at the southwest corner of the roof. The porch is supported by bracketed piers. The main entry is located beneath the porch and is obscured by a metal security screen. Windows consist of wood double-hung, single-light fixed, and aluminum sliding windows. Decorative elements include triangular knee braces, bracketed porch piers, and vents beneath the gables. Landscaping elements include a grass lawn and palm trees.

The condition of the residence is excellent. There appear to be few alterations beyond the replacement of one window on the primary elevation with an aluminum sliding window. Character-defining features include wood siding, wood double-hung windows, triangular knee braces, bracketed porch piers, multiple roof forms, and partial second story.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North and West Elevations Lkg SE, 9-20-2011

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1915; Visual observation

***P7. Owner and Address:**
Juan and Maria Casas
440 East Montwood Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 3/15/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 200 N Orange St

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 200 N Orange St City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-075-34

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 200 North Orange Street is a meeting hall that was constructed in 1935 – 1936 in the Spanish Colonial Revival style. It is located in the La Habra Civic Center complex and faces south. It is a one-story, rectangular building and faces south. The primary elevation is asymmetrical. The building sits on a concrete foundation. The exterior is clad in stucco. The building is covered by a moderately pitched, side-gabled roof with a gable on hip over the primary elevation. The roof is constructed of red terra cotta tile. The building has a chimney located on the southwest corner of the roof. There is a deeply recessed porch on the east side of the south elevation. It is framed with arches and supported by wide rectangular piers. The main entry is located on the south elevation on the east side beneath the porch and consists of a slab door with decorative metal hinges. Other entries include an arched door approximately midway along the east elevation and a pair of slab doors on the north end of the east elevation. There are five windows on the primary elevation. They are asymmetrically spaced and consist of two small two-over-one double hung windows adjacent to the main entrance and a set of three larger windows further east on the primary elevation, which consists of a single-light window that appears to be non-original flanked by three-over-one double hung windows. Other windows throughout consist of double-hung windows and two-over-one double-hung windows. Decorative elements include a wrought iron gate on the west side of the primary elevation, arches above doorways, and a circular window below the front gable of the primary elevation. Landscaping elements include a grass lawn, palm trees, and flowers.

(see next page for continuation)

***P3b. Resource Attributes:** (List Attributes and codes) HP13. Community Center; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South and East Elevations Lkg. NW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1935; La Habra Historic Resources Inventor

***P7. Owner and Address:**
City of La Habra
217 East La Habra Boulevard
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 12/6/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

CONTINUATION SHEET

***NRHP Status Code** 3CS

***Resource Name or #:** (Assigned by Recorder) 200 N Orange St

Recorded By: Elysha Dory **Date:** 12/6/2011 ☑ Continuation ☐ Update

P3a. Description (Continued from Page 1): The building is in good condition. Alterations include an addition with a lower, half-hipped roof on the north elevation, the possible replacement of the large window on the west side of the south elevation, and the replacement of the original doors with metal slab doors. Character-defining features include multiple roof forms, terra cotta roof tiles, stucco exterior cladding, arches around the main entry, and narrow windows.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 215 N Orange St

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 215 N Orange St City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-075-35

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 215 North Orange Street is an institutional that was constructed in 1935 – 1936 in the Spanish Colonial Revival style. It is located on the La Habra Civic Center complex and faces south. It is a one-story, rectangular building. The primary elevation is asymmetrical. The building sits on a concrete foundation. The exterior is clad in stucco. The building is covered by a low- pitched, side-gabled roof made of terra cotta tiles. The main entry is located on the south elevation and consists of a glazed wood panel door with two lights and a transom. It is accessed by stairs and the recess in which it is set has a decorative brick surround. Another entry is located on the north elevation and is accessed by a ramp. It consists of a metal slab door. There are three windows on the primary elevation. They are symmetrically space and consist of two wood sash multi-light windows and a pair of wood sash, one-over-three double-hung windows. Other windows throughout the building consist of pairs of wood sash three-over-one, double-hung windows. A wall with a shed roof and archway connect the building with 209 East La Habra Boulevard. Decorative elements of the building include the terra cotta tile roof, brickwork around the main entry, and wall with archway on the east side of the south elevation. Landscaping elements include a grass lawn and mature trees.

The condition of the building is good. Alterations appear to be minimal.

Character-defining features include asymmetrical primary elevation, terra cotta roof tiles, stucco exterior cladding, and deeply recessed entryway.

***P3b. Resource Attributes:** (List Attributes and codes) HP15. Educational Building; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. N, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1935; La Habra Historic Resources Inventor

***P7. Owner and Address:**
City of La Habra
217 East La Habra Boulevard
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 12/6/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 500 N Park Place

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 500 N Park Place City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-023-14

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 500 North Park Place is a single-family residence constructed in 1924 in the Spanish Colonial Revival style. It is located on the center of its parcel and faces west. The primary elevation is asymmetrical. The exterior is covered in stucco. The building is covered by a flat roof with shed roof parapets along the perimeter. There is a chimney clad with stucco on the southwest corner of the roof. The main entry is located on the south side of the primary elevation beneath an arched entryway and is not visible. There is a tripartite wood sash window consisting of a single-light window flanked by two one-over-one windows on the primary elevation. There is a band of three multi-light arched windows on the primary elevation as well. Decorative elements include the terra cotta roof tiles, an arched wing wall on the north side of the primary elevation, and archways around the main entry door. Landscaping elements include a grass lawn, trees, and bushes.

The condition of the building is excellent. Alterations appear minimal and consist of the replacement or addition of the band of three arched multi-light windows on the primary elevation. Character-defining features include stucco exterior, complex roof forms, arches, wing wall, and terra cotta roof tile.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
West and South Elevations Lkg. NE, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1924; City of La Habra

***P7. Owner and Address:**
Janice Molina
500 North Park Place
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

DPR 523A (01/04) ***Required Information**

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 116 W Rose Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 116 W Rose Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-025-06

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 116 West Rose Avenue is a single-family residence that was constructed in 1920 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, roughly rectangular residence with a concrete foundation. The primary elevation is asymmetrical. The exterior is clad with stucco. The building is covered by a moderately pitched, front-gabled roof with a clipped gable end and a lower side gable over the east elevation. The roof is covered with composite roofing material. There is an engaged porch on the east side of the primary elevation. The main entry is not visible. There is a wood sash tripartite one-over-one window on the west side of the primary elevation. Decorative elements of the building are minimal. Landscaping elements include a grass lawn.

The condition of the building is good. Alterations include the replacement of the original siding with stucco. Character-defining features include front-gabled roof, clipped gable end, and tripartite window.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation, Lkg. SW

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1920; City of La Habra

***P7. Owner and Address:**
Martin and Gabriela Iniguez
116 West Rose Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 12/6/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 120 W Rose Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 120 W Rose Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-025-05

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 120 West Rose Avenue is a single-family residence constructed in 1924 in the Spanish Colonial Revival style. It is located on the northern portion of its lot and faces north. It is a one-story, roughly rectangular though irregularly-shaped building with a concrete foundation. The primary elevation is asymmetrical. The exterior is covered with stucco. The building is covered by a flat roof with parapet. The parapet has terra cotta roof tiles. There is a hipped roof turret, also clad with red tile, located over the main entry. The main entry is located beneath a recessed entryway with two arched openings cut in and consists of a door covered by a security screen. There is one wood sash tripartite arched multi-light window on the west side of the elevation and one wood sash tripartite window to the east of the main entry. Decorative elements include vents cut into the primary elevation near the roofline, a low call clad with stucco encircling a courtyard at the residence's northeast corner, turned columns at the arched window, and the tiled roof parapet. Landscaping elements include a grass lawn and bushes. There is a detached garage located to the rear of the residence on the west side of the property.

The condition of the residence is good. Alterations include the addition of a security screen over the main entry and the application of non-original stucco on the exterior, though the exterior would originally have been covered with stucco.

Character-defining features include asymmetrical massing, arched windows, terra cotta tile roof, and arched entryway.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1924; City of La Habra

***P7. Owner and Address:**
Pedro and Maria Macuil
120 West Rose Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 124 W Rose Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 124 W Rose Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-025-04

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 124 West Rose Avenue is a single-family residence that was constructed in 1925 in the Craftsman style. It is located on the northern portion of its parcel and faces north. It is a one-story, rectangular residence. The primary elevation is asymmetrical. The exterior is clad with wood siding. The building is covered by a moderately pitched side-gabled roof with a hipped portion over the west portion of the building and a front-facing gabled porch with clipped gable end. There is a chimney on the northeast corner of the roof. The porch is supported by Ionic columns. The main entry is located approximately midway along the primary elevation beneath the porch and consists of a multi-light wood frame door with multi-light sidelights. It is covered by a screen door. There are two wood frame single-light windows on the primary elevation. Decorative elements include exposed rafter tails, column porch supports, and multi-light door. Landscaping elements include a grass lawn, bushes, and trees.

The condition of the building is excellent. Alterations appear to be minimal and consist of the replacement but not resizing of the windows on the primary elevation and the addition of a screen door over the main entry. Character-defining features include wood siding, front-gabled porch, exposed rafter tails, and wide wood window frames.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. S, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1925; City of La Habra

***P7. Owner and Address:**
Catherine Real
124 West Rose Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 128 W Rose Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 128 W Rose Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-025-03

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 128 West Rose Avenue is a single-family residence constructed in 1924 in the Spanish Colonial Revival style. It is located on the northern portion of its parcel and faces north. It is a one-story, roughly rectangular building with a protruding bay on the west side of the primary elevation and a concrete foundation. The exterior is covered with stucco. The building is covered by a cross-gabled roof that has terra cotta tile. There is a chimney clad with stucco on the north side of the east elevation. The main entry is located on the primary elevation and faces east. There are two wood sash multi-light windows on the primary elevation to the east of the main entry. To the west of the main entry is one wood sash arched window with a non-original single-light center and original multi-light windows surrounding it. Other windows consist of single-light windows on the primary, east, and west elevations. Decorative elements include a low wall extends from the north and east facades of the residence and surrounds a courtyard to the northeast of the residence's primary elevation, a decorative wing wall extending off the primary elevation to the east, and terra cotta roof tile. Landscaping elements include a grass lawn, a mature tree, and small palm trees adjacent to the residence's primary elevation. There is a detached garage located to the rear of the property.

The building is in good condition. Alterations include the replacement of the original center window on the east side of the primary elevation with a single-light window.

Character-defining features include asymmetrical primary elevation and massing, arched windows, the decorative wing wall, and terra cotta roof tile.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1923; City of La Habra

***P7. Owner and Address:**
Michael C. Reed
128 West Rose Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 10/3/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 703 E. Stearns Avenue

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 703 E. Stearns Avenue City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-090-42

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 703 East Stearns Avenue is a single-family residence (now multi-family) constructed c.1920 in the Craftsman style. There are two buildings on the parcel. Building A is the original building on the parcel. It is located on the southwestern portion of its parcel and faces south. It is a one-story building with a roughly rectangular plan and a concrete foundation. The primary elevation is asymmetrical. The exterior is clad in horizontal wood siding. The building has a low pitched front-gabled roof with a double gable and jerkinhead gable ends. The roof is covered by composite roofing material. There is a partial-width porch on the west side of the primary elevation. It is supported by three battered wood piers with rectangular concrete bases. The main entrance is located beneath the roof, approximately midway along the primary elevation. It consists of a wood panel door with wide wood frame. Windows consist of tripartite windows with a fixed window with multi-light top sash and two multi-light single-hung vinyl windows. They have wide wood frames and louvered wood shutters. Decorative elements include jerkinhead gable ends, battered porch columns, cornice around the top of the porch, exposed rafter tails, exposed roof beams, and vents beneath the gable ends.

(see continuation sheet)

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
South Elevation Lkg. N, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1920; Visual Observation

***P7. Owner and Address:**
Daniel P. Mejia
1031 Hill Road
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

P3a. Description (Continued from Page 1): Building B is a later addition to the parcel. It is located on the northern portion of the parcel and is oriented east-west. It is a two-story building with a rectangular plan. The primary elevation is asymmetrical. The exterior is clad in stucco. The building has a moderately pitched side-gabled roof, which is covered in composite roofing material. There is a partial-width, overhanging porch on the east side of the primary elevation's second story. It is accessed by exterior stairs and has a metal railing. The second story projects over the first story along the length of the primary elevation. The entrances to the units are located on the east side of the primary elevation, on both the first and second stories. They consist of doors with wood frames and multi-light screens. Windows consist of aluminum sliding windows with wood frames. There are two wood garage doors on the west side of the primary elevation's first story.

Landscaping elements include a grass lawn. The condition of Building A, the original residence, is excellent. Alterations include the replacement but not resizing of the main entry door and some windows. Character-defining features include asymmetrical primary elevation, front-gabled roof with double gable and jerkinhead gable ends, partial-width porch supported by battered wood piers with rectangular concrete bases, tripartite windows with wood frames and multi-light wood center window, exposed rafter tails, exposed roof beams, and vents beneath the gable ends.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 1250 N Valley Home Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 1250 N Valley Home Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 017-024-01

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 1250 North Valley Home Avenue is a single-family residence that was constructed c.1915 in the Craftsman style. It is located on the northern portion of its lot and faces west. It is a one-story residence with a partial second-story over its eastern portion. The foundation is concrete, and the primary elevation is symmetrical. The exterior is clad with wood siding. The building is covered with a steeply pitched front-gabled roof and a lower side-gabled roof over a portion of the north elevation. The roof is covered with composite roofing material. There is an exterior brick chimney on the west side of the north elevation. There is a full-width recessed porch on the primary elevation. It is supported by rectangular wood piers and has decorative molding around the perimeter. The main entry is located midway along the primary elevation beneath the porch and consists of a single wood door with three small glass lights lined up at an angle. It is covered by a metal screen door. Other doors consist of a multi-light wood door on the north elevation. There are bands of windows (a fixed single-light wood window flanked by two multi-light vinyl windows, topped with a multi-light wood transom) on either side of the main entry. Other windows consist of a multi-light wood window flanked by louvered vents. Decorative elements include exposed rafter tails, bargeboards with carved ends, exposed roof beams, and carved surrounds around the vents that are located beneath the roof gable. Landscaping elements include a grass lawn and bushes set in a brick planter along the base of the porch. There is a two-carriage house to the rear of the residence that is similar to the residence in design; it is clad with wood board and batten siding and has a front-gabled roof. Folding wood doors with multi-light window openings are located on the west elevation, as is one multi-light wood window, which is located on the second story.

(see next page for continuation)

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
West Elevation Lkg W, 9-20-2011

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1915; Visual observation

***P7. Owner and Address:**
Robert J. and Irene T. Rodriguez
1250 North Valley Home Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 3/15/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

P3a. Description (Continued from Page 1): There is a detached garage south of the residence; it faces onto North Valley Home Avenue and is clad with wood siding. It has a side-gabled roof with exposed rafter tails and roof beams.

The condition of the residence is excellent. Alterations include the replacement but not resizing of the windows on the primary elevation. Character-defining features include the partial second story, brick chimney, front-gabled roof with exposed rafter tails and decorative roof beams, vents beneath the gable, and multi-light transoms.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 340 N Valley Home Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 340 N Valley Home Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 018-294-17

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 340 North Valley Home Avenue is a single-family residence constructed in 1933 in the Tudor style. It is located on the western portion of its lot and faces west. It is a one-story, roughly rectangular building with a concrete foundation. The building is covered by a steeply pitched roof with a variety of forms, including side-gabled and a lower front-facing gable with a flared eave on the north side. The exterior is covered with stucco. There is a chimney on the west side of the north elevation. The main entry is located midway along the primary elevation, facing north, and is not visible from the street. There are a variety of window types on the primary elevation, including one arched multi-light window, one small single-light window, and one wood sash multi-light window. Decorative elements include the variety of roof forms and windows types and the curving gable ends. Landscaping elements include a grass lawn and mature pine tree.

The building is in excellent condition. Alterations include the addition of security bars over one window and the replacement of the arched window on the primary elevation. There is a non-original detached garage adjacent to the residence.

Character-defining features include irregular massing and roof forms, curving eaves, stucco exterior cladding, and a variety of window forms.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
West Elevation Lkg. E, 11-7-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1933; City of La Habra

***P7. Owner and Address:**
Kenneth L. and Robin K. Lovato
340 North Valley Home Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 11/28/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List): _____

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 530 N Valley Home Ave

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 530 N Valley Home Ave City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 018-294-28

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building located at 530 North Valley Home Avenue is a single-family residence constructed in 1906 as a hipped cottage. It is located on the western portion of its lot and faces west. It is a one-story, rectangular building with a concrete foundation. The building is covered by a steeply pitched hipped roof with a hipped roof dormer over the primary elevation. The exterior is clad with wood siding. There is a partial-width engaged porch on the north side of the primary elevation that is supported by columns. The main entry is located on the primary elevation beneath the porch and consists of a glazed wood panel door. The windows on the primary elevation are obscured by foliage. Other windows consist of a wood sash multi-light bay window and two wood sash one-over-one double-hung windows on the north elevation. Decorative elements are minimal and include the porch columns and hipped dormer. Landscaping elements include a grass lawn, trees, and bushes. There is a non-original attached garage at the northeast corner of the residence.

The building is in good condition. Visible alterations include the addition of an attached garage to the northeast corner of the building.

Character-defining features include rectangular massing, wood siding, deeply recessed engaged porch, hipped roof with wide boxed eaves, dormer, and multi-light bay window on the north elevation.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
West Elevation Lkg. E, 11-7-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
1906; City of La Habra

***P7. Owner and Address:**
James H. and Heidi A. Yowell
530 North Valley Home Avenue
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 11/28/2011

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 601 N Walnut Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☐ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 601 N Walnut Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-461-05

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The residence at 601 North Walnut Street is a single-family residence that was constructed c.1915 in the Craftsman style. It is located on the center of its parcel and faces east. It is a one-story, roughly L-shaped residence with a partial second story on its west side. It has a concrete foundation. The exterior is clad with smooth stucco. The building is covered by a steeply pitched roof that consists of a combination of forms including cross-gabled and side-gabled with multiple gables. The roof is clad with composite roofing material. There are two chimneys – one over the partial second story and the second at approximately the midway point of the east side of the roof. There is a recessed partial-width porch on the south side of the primary elevation. It is supported by pairs of rectangular wood piers with battered stucco bases. The main entry is located beneath the recessed porch and consists of a single door that is partially boarded up. The majority of visible windows are boarded up; one window on the north side of the primary elevation consists of a sliding metal window. Decorative elements of the building include exposed rafter tails and wood latticing beneath the primary elevation gable. Landscaping elements include a grass lawn, bushes, and mature trees.

The condition of the residence is fair. Windows are boarded up and the building is vacant. Alterations include the addition of metal stair rails on either side of the stairs on the primary elevation and the replacement of one visible window. Other windows have been boarded up. Additional buildings have been constructed around the original residence, as the building was previously utilized as a school. Character-defining features of the building include the partial second story, multiple roof gables, exposed rafter tails, pairs of rectangular wood porch supports with battered bases, and latticing beneath the primary elevation gable.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. NW, 9-20-2011

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1915; Visual observation

***P7. Owner and Address:**
HR Retirement LLC
14 Glenn
Irvine, CA 92620

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 3/15/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 3CS

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 521 N. Walnut Street

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 521 N. Walnut Street City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-031-23

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The residence at 521 North Walnut Street is a single-family residence that was constructed c.1910 in the Mediterranean Revival style. It is located on approximately the center of its lot and faces east. It is a two-story rectangular residence with a concrete foundation. The primary elevation is symmetrical. The exterior is clad in smooth stucco. The building is covered by a moderately pitched hipped roof with red clay tile and wide, boxed eaves. There is a stucco-clad chimney on the south elevation. There is a one-story tall entrance porch located midway along the primary elevation. It is supported by rectangular piers and has a hipped roof topped with a balcony. The main entry is located beneath the porch and consists of a single door that is obscured by a screen door. Windows consist of wood double-hung windows. There is a porte-cochere on the north elevation that features the same roof and balcony configuration as the entrance porch; a porch on the south elevation mirrors the porte-cochere in appearance and dimension. Decorative elements include tile roof, brackets beneath the eaves, and balconies. Landscaping elements include a large grass lawn and bushes. There is a carriage house with a hipped clay tile roof to the northwest of the residence. It mirrors the residence in appearance; it has a stucco-clad exterior, clay tile roof with brackets beneath the eaves, and a wood sliding door.

The condition of the residence is excellent. There are no visible alterations. Character-defining features include symmetrical primary elevation, wide boxed eaves, smooth stucco exterior cladding, clay tile roof, balconies, porches with wide rectangular piers, wood double-hung windows, and brackets beneath the eaves.

***P3b. Resource Attributes:** (List Attributes and codes) HP02. Single Family Property; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
East Elevation Lkg. W, 9-20-2011

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1910; Visual observation

***P7. Owner and Address:**
Michael C. Wilson
521 North Walnut Street
La Habra, CA 90631

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 3/15/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6L

Survey #
DOE #
Other Listings
Review Code
Reviewer
Date

Page 1 ***Resource Name or #:** (Assigned by Recorder) 370 E. Whittier Boulevard

P1. Other Identifier:

***P2. Location:** ☐ **Not for Publication** ☑ **unrestricted** ***a. County** Orange

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necesary.)

***b. USGS 7.5'Quad** _____ **Date** _____ **T** _____; **R** _____; _____ **1/4 of** _____ **1/4 of** **Sec** _____; _____ **B.M.**

c. Address 370 E. Whittier Boulevard City: La Habra Zip 90631

d. UTM (Give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, etc. as appropriate) APN: 022-503-20

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The building at 370 East Whittier Boulevard is a commercial building constructed c.1955 in the Tiki and Googie styles. It is located on the southwestern portion of its parcel and faces north. It is a one-story building with a rectangular plan. The primary elevation is asymmetrical. The exterior is clad in stucco and brick. The building has a flat roof covered with rolled asphalt roofing material. There are two entrances to the building on the north elevation. The first entrance features an A-frame entrance with half-timbering on the exterior beneath the entrance. There is a pair of wood paneled double doors surrounded by brick beneath the entrance. The second entrance features a shed roof overhang that wraps around three sides and is supported by metal piers with circular cut outs and a light-up sign. This entrance features a pair of recessed aluminum storefront doors with sidelights. There are no windows on the primary elevation.

The east side of the building features a coffee shop with a cantilevered roof and windows along the length and height of the north and east elevations. The east elevation features wide circular piers that support the roof and are interspersed between the windows.

The building is surrounded by a parking lot. Character-defining features include flat roof, stucco and brick exterior cladding, A-frame entrance roof, shed roof overhang supported by metal piers with circular cut outs, half timbering, cantilevered roof on the east side of the building (coffee shop), and full-height windows on the elevations of the coffee shop.

***P3b. Resource Attributes:** (List Attributes and codes) HP06. 1-3 Story Commercial Building; ;

***P4. Resources Present** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo:
(View, date, accession #)
North Elevation Lkg. SW, 10-10-11

***P6. Date Constructed/Age and Source:** ☑ Historic ☐ Prehistoric ☐ Both
c.1955; Visual Observation

***P7. Owner and Address:**
Martin William Burch
P.O. Box 518
La Habra, CA 90633

***P8. Recorded by:**
Elysha Dory
Galvin Preservation Associates
231 California Street
El Segundo, CA 90245

***P9. Date Recorded:** 6/25/2012

***P10. Survey Type:** (Describe)
Intensive Level Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dory, Elysha. "Historic Context and Survey Report: City of La Habra." May 2012.

***Attachments:** ☑ NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Reature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record Other (List):

Appendix C – 6Z Properties

Appendix C – 6Z Properties

ADDRESS			YEAR BUILT	STATUS CODE
341	Acacia Avenue	S		6Z
361	Acacia Avenue	S		6Z
381	Acacia Avenue	S		6Z
401	Acacia Avenue	S		6Z
313	Bright Street	S		6Z
317	Bright Street	S		6Z
319	Bright Street	S		6Z
329	Bright Street	S		6Z
701	Burch Way	N		6Z
711	Burch Way	N		6Z
720	Burch Way	N		6Z
721	Burch Way	N		6Z
730	Burch Way	N		6Z
731	Burch Way	N		6Z
741	Burch Way	N		6Z
107	California Street	S		6Z
113	California Street	S		6Z
206	California Street	S		6Z
211	California Street	S		6Z
221	California Street	S		6Z
231	California Street	S		6Z
233	California Street	S		6Z
140-156	California Street	S		6Z
500	Chestnut Street	N		6Z
501	Chestnut Street	N		6Z
510	Chestnut Street	N		6Z
511	Chestnut Street	N		6Z
520	Chestnut Street	N		6Z
521	Chestnut Street	N		6Z
530	Chestnut Street	N		6Z
531	Chestnut Street	N		6Z
540	Chestnut Street	N		6Z
541	Chestnut Street	N		6Z
550	Chestnut Street	N		6Z
551	Chestnut Street	N		6Z
600	Chestnut Street	N		6Z
601	Chestnut Street	N		6Z
610	Chestnut Street	N		6Z
611	Chestnut Street	N		6Z
620	Chestnut Street	N		6Z
621	Chestnut Street	N		6Z
630	Chestnut Street	N		6Z
631	Chestnut Street	N		6Z
710	Chestnut Street	N		6Z
711	Chestnut Street	N		6Z
720	Chestnut Street	N		6Z
721	Chestnut Street	N		6Z

730	Chestnut Street	N		6Z
731	Chestnut Street	N		6Z
740	Chestnut Street	N		6Z
741	Chestnut Street	N		6Z
751	Chestnut Street	N		6Z
761	Chestnut Street	N		6Z
1371	Chestnut Street	N		6Z
1372	Chestnut Street	N		6Z
1391	Chestnut Street	N		6Z
1392	Chestnut Street	N		6Z
1412	Chestnut Street	N		6Z
1421	Chestnut Street	N		6Z
200	Chinchilla Street	S		6Z
201	Chinchilla Street	S		6Z
210	Chinchilla Street	S		6Z
211	Chinchilla Street	S		6Z
220	Chinchilla Street	S		6Z
221	Chinchilla Street	S		6Z
230	Chinchilla Street	S		6Z
231	Chinchilla Street	S		6Z
240	Chinchilla Street	S		6Z
241	Chinchilla Street	S		6Z
251	Chinchilla Street	S		6Z
300	Chinchilla Street	S		6Z
301	Chinchilla Street	S		6Z
310	Chinchilla Street	S		6Z
311	Chinchilla Street	S		6Z
320	Chinchilla Street	S		6Z
321	Chinchilla Street	S		6Z
330	Chinchilla Street	S		6Z
331	Chinchilla Street	S		6Z
340	Chinchilla Street	S		6Z
341	Chinchilla Street	S		6Z
350	Chinchilla Street	S		6Z
360	Chinchilla Street	S		6Z
100	College Street	N		6Z
125	College Street	N		6Z
201	College Street	N		6Z
219	College Street	N		6Z
300	College Street	N		6Z
304	College Street	N		6Z
305	College Street	N		6Z
308	College Street	N		6Z
309	College Street	N		6Z
312	College Street	N		6Z
313	College Street	N		6Z
316	College Street	N		6Z
317	College Street	N		6Z

320	College Street	N		6Z
323	College Street	N		6Z
324	College Street	N		6Z
325	College Street	N		6Z
400	College Street	N		6Z
401	College Street	N		6Z
404	College Street	N		6Z
406	College Street	N		6Z
408	College Street	N		6Z
409	College Street	N		6Z
412	College Street	N		6Z
413	College Street	N		6Z
501	College Street	N		6Z
511	College Street	N		6Z
521	College Street	N		6Z
531	College Street	N		6Z
541	College Street	N		6Z
551	College Street	N		6Z
601	College Street	N		6Z
611	College Street	N		6Z
106	College Street	S		6Z
110	College Street	S		6Z
113	College Street	S		6Z
114	College Street	S		6Z
115	College Street	S		6Z
118	College Street	S		6Z
119	College Street	S		6Z
120	College Street	S		6Z
123	College Street	S		6Z
124	College Street	S		6Z
127	College Street	S		6Z
128	College Street	S		6Z
132	College Street	S		6Z
133	College Street	S		6Z
203	College Street	S		6Z
204	College Street	S		6Z
205	College Street	S		6Z
206	College Street	S		6Z
209	College Street	S		6Z
210	College Street	S		6Z
214	College Street	S		6Z
215	College Street	S		6Z
217	College Street	S		6Z
221	College Street	S		6Z
222	College Street	S		6Z
300	College Street	S		6Z
301	College Street	S		6Z
304	College Street	S		6Z

305	College Street	S		6Z
308	College Street	S		6Z
309	College Street	S		6Z
312	College Street	S		6Z
315	College Street	S		6Z
316	College Street	S		6Z
317	College Street	S		6Z
320	College Street	S		6Z
321	College Street	S		6Z
400	Commercial Way	E		6Z
401	Commercial Way	E		6Z
410	Commercial Way	E		6Z
411	Commercial Way	E		6Z
420	Commercial Way	E		6Z
421	Commercial Way	E		6Z
430	Commercial Way	E		6Z
431	Commercial Way	E		6Z
440	Commercial Way	E		6Z
441	Commercial Way	E		6Z
450	Commercial Way	E		6Z
451	Commercial Way	E		6Z
501	Commercial Way	E		6Z
511	Commercial Way	E		6Z
531	Commercial Way	E		6Z
511-521	Commercial Way	E		6Z
114	Cypress Street	N		6Z
118	Cypress Street	N		6Z
122	Cypress Street	N		6Z
126	Cypress Street	N		6Z
202	Cypress Street	N		6Z
204	Cypress Street	N		6Z
208	Cypress Street	N		6Z
212	Cypress Street	N		6Z
216	Cypress Street	N		6Z
222	Cypress Street	N		6Z
230	Cypress Street	N		6Z
231	Cypress Street	N		6Z
308	Cypress Street	N		6Z
309	Cypress Street	N		6Z
310	Cypress Street	N		6Z
315	Cypress Street	N		6Z
318	Cypress Street	N		6Z
319	Cypress Street	N		6Z
320	Cypress Street	N		6Z
326	Cypress Street	N		6Z
400	Cypress Street	N		6Z
401	Cypress Street	N		6Z
405	Cypress Street	N		6Z

420	Cypress Street	N		6Z
450	Cypress Street	N		6Z
500	Cypress Street	N		6Z
501	Cypress Street	N		6Z
510	Cypress Street	N		6Z
511	Cypress Street	N		6Z
520	Cypress Street	N		6Z
521	Cypress Street	N		6Z
530	Cypress Street	N		6Z
540	Cypress Street	N		6Z
541	Cypress Street	N		6Z
550	Cypress Street	N		6Z
551	Cypress Street	N		6Z
600	Cypress Street	N		6Z
601	Cypress Street	N		6Z
610	Cypress Street	N		6Z
611	Cypress Street	N		6Z
620	Cypress Street	N		6Z
621	Cypress Street	N		6Z
630	Cypress Street	N		6Z
631	Cypress Street	N		6Z
710	Cypress Street	N		6Z
861	Cypress Street	N		6Z
900	Cypress Street	N		6Z
905	Cypress Street	N		6Z
911	Cypress Street	N		6Z
931	Cypress Street	N		6Z
941	Cypress Street	N		6Z
951	Cypress Street	N		6Z
961	Cypress Street	N		6Z
1001	Cypress Street	N		6Z
1003	Cypress Street	N		6Z
1005	Cypress Street	N		6Z
1007	Cypress Street	N		6Z
1009	Cypress Street	N		6Z
1010	Cypress Street	N		6Z
1011	Cypress Street	N		6Z
1012	Cypress Street	N		6Z
1031	Cypress Street	N		6Z
1035	Cypress Street	N		6Z
1040	Cypress Street	N		6Z
1041	Cypress Street	N		6Z
1042	Cypress Street	N		6Z
1045	Cypress Street	N		6Z
1050	Cypress Street	N		6Z
1052	Cypress Street	N		6Z
1060	Cypress Street	N		6Z
1061	Cypress Street	N		6Z

1071	Cypress Street	N		6Z
1072	Cypress Street	N		6Z
1081	Cypress Street	N		6Z
1082	Cypress Street	N		6Z
1092	Cypress Street	N		6Z
1122	Cypress Street	N		6Z
1160	Cypress Street	N		6Z
1192	Cypress Street	N		6Z
1194	Cypress Street	N		6Z
1196	Cypress Street	N		6Z
1220	Cypress Street	N		6Z
1221	Cypress Street	N		6Z
1222	Cypress Street	N		6Z
1230	Cypress Street	N		6Z
1231	Cypress Street	N		6Z
1241	Cypress Street	N		6Z
1331	Cypress Street	N		6Z
1350	Cypress Street	N		6Z
1351	Cypress Street	N		6Z
1401	Cypress Street	N		6Z
1442	Cypress Street	N		6Z
730-750	Cypress Street	N		6Z
101	Cypress Street	S		6Z
215	Cypress Street	S		6Z
300	Cypress Street	S		6Z
318	Cypress Street	S		6Z
320	Cypress Street	S		6Z
326	Cypress Street	S		6Z
330	Cypress Street	S		6Z
331	Cypress Street	S		6Z
341	Cypress Street	S		6Z
351	Cypress Street	S		6Z
375	Cypress Street	S		6Z
375	Cypress Street	S		6Z
405	Cypress Street	S		6Z
501	Cypress Street	S		6Z
503	Cypress Street	S		6Z
507	Cypress Street	S		6Z
540	Cypress Street	S		6Z
540	Cypress Street	S		6Z
541	Cypress Street	S		6Z
551	Cypress Street	S		6Z
561	Cypress Street	S		6Z
570	Cypress Street	S		6Z
570	Cypress Street	S		6Z
571	Cypress Street	S		6Z
611	Cypress Street	S		6Z
620	Cypress Street	S		6Z

621	Cypress Street	S		6Z
622	Cypress Street	S		6Z
640	Cypress Street	S		6Z
641	Cypress Street	S		6Z
120	Darby Court	E		6Z
121	Darby Court	E		6Z
130	Darby Court	E		6Z
131	Darby Court	E		6Z
104	Electric Ave	E		6Z
110	Electric Ave	E		6Z
116	Electric Ave	E		6Z
118	Electric Ave	E		6Z
100	Electric Ave	W		6Z
110	Electric Ave	W		6Z
122	Electric Ave	W		6Z
126	Electric Ave	W		6Z
150	Electric Ave	W		6Z
206	Electric Ave	W		6Z
210	Electric Ave	W		6Z
218	Electric Ave	W		6Z
300	Electric Ave	W		6Z
306	Electric Ave	W		6Z
310	Electric Ave	W		6Z
320	Electric Ave	W		6Z
394	Electric Ave	W		6Z
396	Electric Ave	W		6Z
398	Electric Ave	W		6Z
400	Electric Ave	W		6Z
404	Electric Ave	W		6Z
410	Electric Ave	W		6Z
414	Electric Ave	W		6Z
416	Electric Ave	W		6Z
418	Electric Ave	W		6Z
304	Erna Ave	E		6Z
308	Erna Ave	E		6Z
312	Erna Ave	E		6Z
316	Erna Ave	E		6Z
320	Erna Ave	E		6Z
322	Erna Ave	E		6Z
360	Erna Ave	E		6Z
515	Erna Ave	E		6Z
517	Erna Ave	E		6Z
519	Erna Ave	E		6Z
521	Erna Ave	E		6Z
523	Erna Ave	E		6Z
525	Erna Ave	E		6Z
527	Erna Ave	E		6Z
529	Erna Ave	E		6Z

531	Erna Ave	E		6Z
533	Erna Ave	E		6Z
535	Erna Ave	E		6Z
537	Erna Ave	E		6Z
539	Erna Ave	E		6Z
541	Erna Ave	E		6Z
543	Erna Ave	E		6Z
545	Erna Ave	E		6Z
547	Erna Ave	E		6Z
549	Erna Ave	E		6Z
550	Erna Ave	E		6Z
551	Erna Ave	E		6Z
560	Erna Ave	E		6Z
570	Erna Ave	E		6Z
601	Erna Ave	E		6Z
605	Erna Ave	E		6Z
606	Erna Ave	E		6Z
607	Erna Ave	E		6Z
610	Erna Ave	E		6Z
615	Erna Ave	E		6Z
616	Erna Ave	E	1923	6Z
617	Erna Ave	E		6Z
618	Erna Ave	E		6Z
621	Erna Ave	E		6Z
622	Erna Ave	E		6Z
700	Erna Ave	E		6Z
703	Erna Ave	E	1925	6Z
704	Erna Ave	E		6Z
707	Erna Ave	E		6Z
709	Erna Ave	E	1926	6Z
710	Erna Ave	E		6Z
714	Erna Ave	E	1933	6Z
715	Erna Ave	E		6Z
717	Erna Ave	E		6Z
718	Erna Ave	E	1918	6Z
721	Erna Ave	E		6Z
800	Erna Ave	E		6Z
801	Erna Ave	E		6Z
805	Erna Ave	E		6Z
806	Erna Ave	E	1920	6Z
807	Erna Ave	E		6Z
812	Erna Ave	E	1941	6Z
813	Erna Ave	E		6Z
814	Erna Ave	E		6Z
816	Erna Ave	E		6Z
817	Erna Ave	E		6Z
820	Erna Ave	E		6Z
821	Erna Ave	E		6Z

900	Erna Ave	E		6Z
901	Erna Ave	E		6Z
905	Erna Ave	E		6Z
906	Erna Ave	E		6Z
909	Erna Ave	E		6Z
910	Erna Ave	E		6Z
914	Erna Ave	E		6Z
915	Erna Ave	E		6Z
918	Erna Ave	E		6Z
919	Erna Ave	E	1928	6Z
1004	Erna Ave	E	1930	6Z
1008	Erna Ave	E		6Z
1009	Erna Ave	E	1929	6Z
1011	Erna Ave	E		6Z
1012	Erna Ave	E		6Z
1014	Erna Ave	E	1929	6Z
1015	Erna Ave	E		6Z
1019	Erna Ave	E		6Z
1020	Erna Ave	E		6Z
1021	Erna Ave	E		6Z
1022	Erna Ave	E		6Z
1025	Erna Ave	E	1929	6Z
515-545	Erna Ave	E		6Z
113	Erna Ave	W	1917	6Z
114	Erna Ave	W		6Z
117	Erna Ave	W	1918	6Z
118	Erna Ave	W		6Z
123	Erna Ave	W	1918	6Z
124	Erna Ave	W		6Z
127	Erna Ave	W	1921	6Z
301	Erna Ave	W		6Z
302	Erna Ave	W		6Z
305	Erna Ave	W		6Z
306	Erna Ave	W	1919	6Z
309	Erna Ave	W	1923	6Z
310	Erna Ave	W	1926	6Z
311	Erna Ave	W		6Z
314	Erna Ave	W	1920	6Z
315	Erna Ave	W		6Z
316	Erna Ave	W	1920	6Z
319	Erna Ave	W		6Z
322	Erna Ave	W	1920	6Z
401	Erna Ave	W	1929	6Z
405	Erna Ave	W	1928	6Z
406	Erna Ave	W	1922	6Z
410	Erna Ave	W	1919	6Z
411	Erna Ave	W	1929	6Z
414	Erna Ave	W	1920	6Z

415	Erna Ave	W		6Z
418	Erna Ave	W	1920	6Z
419	Erna Ave	W	1923	6Z
420	Erna Ave	W		6Z
423	Erna Ave	W	1922	6Z
502	Erna Ave	W	1922	6Z
503	Erna Ave	W	1929	6Z
508	Erna Ave	W		6Z
512	Erna Ave	W	1923	6Z
514	Erna Ave	W	1922	6Z
515	Erna Ave	W		6Z
518	Erna Ave	W		6Z
519	Erna Ave	W		6Z
521	Erna Ave	W		6Z
523	Erna Ave	W	c.1925	6Z
524	Erna Ave	W	1922	6Z
526	Erna Ave	W	1920	6Z
529	Erna Ave	W		6Z
530	Erna Ave	W	1925	6Z
531	Erna Ave	W	1929	6Z
534	Erna Ave	W	c.1930	6Z
601	Erna Ave	W	1921	6Z
605	Erna Ave	W		6Z
609	Erna Ave	W	1924	6Z
611	Erna Ave	W	1923	6Z
615	Erna Ave	W	1925	6Z
617	Erna Ave	W		6Z
620	Erna Ave	W	1925	6Z
621	Erna Ave	W		6Z
625	Erna Ave	W		6Z
626	Erna Ave	W		6Z
629	Erna Ave	W	c.1930	6Z
630	Erna Ave	W		6Z
632	Erna Ave	W	1929	6Z
633	Erna Ave	W		6Z
635	Erna Ave	W		6Z
636	Erna Ave	W	1929	6Z
639	Erna Ave	W		6Z
640	Erna Ave	W		6Z
706	Erna Ave	W		6Z
710	Erna Ave	W		6Z
716	Erna Ave	W		6Z
111	Euclid Street	N		6Z
115	Euclid Street	N		6Z
121	Euclid Street	N		6Z
150	Euclid Street	N		6Z
200	Euclid Street	N		6Z
201	Euclid Street	N		6Z

205	Euclid Street	N		6Z
209	Euclid Street	N		6Z
215	Euclid Street	N		6Z
221	Euclid Street	N	c.1920	6Z
222	Euclid Street	N		6Z
227	Euclid Street	N	c.1923	6Z
231	Euclid Street	N		6Z
301	Euclid Street	N		6Z
302	Euclid Street	N		6Z
308	Euclid Street	N		6Z
309	Euclid Street	N	c.1915	6Z
312	Euclid Street	N		6Z
320	Euclid Street	N		6Z
323	Euclid Street	N	1922	6Z
403	Euclid Street	N	c.1938	6Z
407	Euclid Street	N	1941	6Z
412	Euclid Street	N		6Z
419	Euclid Street	N	c.1945	6Z
420	Euclid Street	N		6Z
451	Euclid Street	N		6Z
503	Euclid Street	N	c.1941	6Z
511	Euclid Street	N		6Z
521	Euclid Street	N	1933	6Z
550	Euclid Street	N		6Z
610	Euclid Street	N		6Z
611	Euclid Street	N	1939	6Z
631	Euclid Street	N		6Z
700	Euclid Street	N		6Z
703	Euclid Street	N		6Z
703	Euclid Street	N		6Z
710	Euclid Street	N		6Z
720	Euclid Street	N		6Z
730	Euclid Street	N		6Z
740	Euclid Street	N		6Z
820	Euclid Street	N		6Z
850	Euclid Street	N		6Z
861	Euclid Street	N		6Z
911	Euclid Street	N		6Z
951	Euclid Street	N		6Z
961	Euclid Street	N		6Z
981	Euclid Street	N		6Z
1001	Euclid Street	N		6Z
1002	Euclid Street	N		6Z
1011	Euclid Street	N		6Z
1021	Euclid Street	N		6Z
1041	Euclid Street	N		6Z
1051	Euclid Street	N		6Z
1061	Euclid Street	N		6Z

113	Euclid Street	S		6Z
115	Euclid Street	S		6Z
121	Euclid Street	S		6Z
205	Euclid Street	S		6Z
210	Euclid Street	S		6Z
211	Euclid Street	S		6Z
212	Euclid Street	S		6Z
216	Euclid Street	S		6Z
222	Euclid Street	S		6Z
310	Euclid Street	S		6Z
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401	Euclid Street	S		6Z
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505	Euclid Street	S		6Z
507	Euclid Street	S		6Z
509	Euclid Street	S		6Z
510	Euclid Street	S		6Z
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517	Euclid Street	S		6Z
520	Euclid Street	S		6Z
522	Euclid Street	S		6Z
525	Euclid Street	S		6Z
539	Euclid Street	S	1921	6Z
540	Euclid Street	S		6Z
550	Euclid Street	S		6Z
560	Euclid Street	S		6Z
570	Euclid Street	S		6Z
600	Euclid Street	S		6Z
610	Euclid Street	S		6Z
620	Euclid Street	S		6Z
627	Euclid Street	S		6Z
630	Euclid Street	S		6Z
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701	Fifth Avenue	W		6Z
704	Fifth Avenue	W		6Z
705	Fifth Avenue	W		6Z
712	Fifth Avenue	W		6Z
716	Fifth Avenue	W		6Z
717	Fifth Avenue	W		6Z
718	Fifth Avenue	W		6Z
719	Fifth Avenue	W		6Z
720	Fifth Avenue	W		6Z
723	Fifth Avenue	W		6Z
723	Fifth Avenue	W		6Z
724	Fifth Avenue	W		6Z
725	Fifth Avenue	W		6Z

728	Fifth Avenue	W		6Z
730	Fifth Avenue	W		6Z
734	Fifth Avenue	W		6Z
738	Fifth Avenue	W		6Z
739	Fifth Avenue	W		6Z
740	Fifth Avenue	W		6Z
741	Fifth Avenue	W		6Z
743	Fifth Avenue	W		6Z
744	Fifth Avenue	W		6Z
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107	First Avenue	E		6Z
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201	First Avenue	E		6Z
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329	First Avenue	E		6Z
400	First Avenue	E		6Z
401	First Avenue	E		6Z
410	First Avenue	E		6Z
420	First Avenue	E		6Z
421	First Avenue	E		6Z
430	First Avenue	E		6Z
431	First Avenue	E		6Z
440	First Avenue	E		6Z
441	First Avenue	E		6Z
450	First Avenue	E		6Z

451	First Avenue	E		6Z
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501	First Avenue	E		6Z
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511	First Avenue	E		6Z
520	First Avenue	E		6Z
521	First Avenue	E		6Z
531	First Avenue	E		6Z
536	First Avenue	E		6Z
540	First Avenue	E		6Z
541	First Avenue	E		6Z
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551	First Avenue	E		6Z
560	First Avenue	E		6Z
561	First Avenue	E		6Z
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113	First Avenue	W		6Z
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120	First Avenue	W		6Z
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405	First Avenue	W		6Z
409	First Avenue	W		6Z
415	First Avenue	W		6Z
419	First Avenue	W		6Z
421	First Avenue	W		6Z
706	First Avenue	W		6Z
104	Florence Ave	E		6Z
110	Florence Ave	E		6Z
114	Florence Ave	E		6Z
117	Florence Ave	E		6Z

120	Florence Ave	E		6Z
124	Florence Ave	E		6Z
125	Florence Ave	E		6Z
129	Florence Ave	E		6Z
139	Florence Ave	E		6Z
200	Florence Ave	E		6Z
201	Florence Ave	E		6Z
203	Florence Ave	E		6Z
211	Florence Ave	E		6Z
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219	Florence Ave	E		6Z
301	Florence Ave	E		6Z
304	Florence Ave	E		6Z
305	Florence Ave	E	1919	6Z
306	Florence Ave	E	c.1920	6Z
315	Florence Ave	E	1918	6Z
319	Florence Ave	E	1920	6Z
323	Florence Ave	E		6Z
324	Florence Ave	E		6Z
327	Florence Ave	E	1921	6Z
329	Florence Ave	E		6Z
332	Florence Ave	E		6Z
335	Florence Ave	E	1922	6Z
336	Florence Ave	E	c.1915	6Z
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346	Florence Ave	E		6Z
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417	Florence Ave	E	1921	6Z
418	Florence Ave	E		6Z
421	Florence Ave	E		6Z
501	Florence Ave	E	1930	6Z
505	Florence Ave	E		6Z
508	Florence Ave	E		6Z
509	Florence Ave	E	1922	6Z
512	Florence Ave	E		6Z
515	Florence Ave	E		6Z
516	Florence Ave	E	1922	6Z

519	Florence Ave	E		6Z
520	Florence Ave	E		6Z
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605	Florence Ave	E		6Z
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660	Florence Ave	W		6Z

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710	Florence Ave	W		6Z
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721	Florence Ave	W		6Z
730	Florence Ave	W		6Z
731	Florence Ave	W		6Z
740	Florence Ave	W		6Z
800	Florence Ave	W		6Z
801	Florence Ave	W		6Z
810	Florence Ave	W		6Z
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911	Florence Ave	W		6Z
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921	Florence Ave	W		6Z
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308	Florence Court	N		6Z
312	Florence Court	N		6Z
316	Florence Court	N		6Z
320	Florence Court	N		6Z
322	Florence Court	N		6Z
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351	Fourth Avenue	E		6Z
500	Fourth Avenue	W		6Z
501	Fourth Avenue	W		6Z
504	Fourth Avenue	W		6Z
505	Fourth Avenue	W		6Z
508	Fourth Avenue	W		6Z
509	Fourth Avenue	W		6Z
512	Fourth Avenue	W		6Z
513	Fourth Avenue	W		6Z
516	Fourth Avenue	W		6Z

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601	Fourth Avenue	W		6Z
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739	Fourth Avenue	W		6Z
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746	Fourth Avenue	W		6Z
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140	Francis Ave	E		6Z
141	Francis Ave	E		6Z
150	Francis Ave	E		6Z
151	Francis Ave	E		6Z
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201	Francis Ave	E		6Z

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911	Francis Ave	E		6Z
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1006	Francis Ave	E		6Z

1010	Francis Ave	E		6Z
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1014	Francis Ave	E		6Z
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1970	Francis Ave	E		6Z
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116	Francis Ave	W	1922	6Z
117	Francis Ave	W	1921	6Z
118	Francis Ave	W	1925	6Z
124	Francis Ave	W	1923	6Z
125	Francis Ave	W	1920	6Z
128	Francis Ave	W	1922	6Z
129	Francis Ave	W	1920	6Z

133	Francis Ave	W	1922	6Z
101	Greenwood Ave	E		6Z
121	Greenwood Ave	E		6Z
130	Greenwood Ave	E		6Z
131	Greenwood Ave	E		6Z
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141	Greenwood Ave	E		6Z
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810	Greenwood Ave	E		6Z
814	Greenwood Ave	E		6Z
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906	Greenwood Ave	E		6Z
910	Greenwood Ave	E		6Z
912	Greenwood Ave	E		6Z
951	Greenwood Ave	E		6Z
105	Greenwood Ave	W	1947	6Z
109	Greenwood Ave	W	1947	6Z
117	Greenwood Ave	W		6Z
118	Greenwood Ave	W	1929	6Z
122	Greenwood Ave	W		6Z
123	Greenwood Ave	W	1944	6Z
127	Greenwood Ave	W		6Z
133	Greenwood Ave	W	1933	6Z

200	Greenwood Ave	W		6Z
203	Greenwood Ave	W	1939	6Z
207	Greenwood Ave	W	1940	6Z
210	Greenwood Ave	W		6Z
215	Greenwood Ave	W	1947	6Z
220	Greenwood Ave	W		6Z
302	Greenwood Ave	W		6Z
305	Greenwood Ave	W	1927	6Z
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309	Greenwood Ave	W	1924	6Z
310	Greenwood Ave	W		6Z
312	Greenwood Ave	W		6Z
317	Greenwood Ave	W	1937	6Z
318	Greenwood Ave	W		6Z
319	Greenwood Ave	W		6Z
321	Greenwood Ave	W	1923	6Z
324	Greenwood Ave	W		6Z
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410	Greenwood Ave	W		6Z
411	Greenwood Ave	W	1924	6Z
415	Greenwood Ave	W	1900	6Z
416	Greenwood Ave	W	1922	6Z
420	Greenwood Ave	W		6Z
421	Greenwood Ave	W		6Z
424	Greenwood Ave	W	1925	6Z
425	Greenwood Ave	W	1940	6Z
510	Greenwood Ave	W		6Z
520	Greenwood Ave	W		6Z
524	Greenwood Ave	W		6Z
526	Greenwood Ave	W		6Z
530	Greenwood Ave	W		6Z
532	Greenwood Ave	W		6Z
534	Greenwood Ave	W		6Z
536	Greenwood Ave	W	1945	6Z
538	Greenwood Ave	W		6Z
541	Greenwood Ave	W		6Z
551	Greenwood Ave	W		6Z
561	Greenwood Ave	W		6Z
611	Greenwood Ave	W		6Z
614	Greenwood Ave	W		6Z
621	Greenwood Ave	W		6Z
624	Greenwood Ave	W		6Z
631	Greenwood Ave	W		6Z
634	Greenwood Ave	W		6Z
641	Greenwood Ave	W		6Z
651	Greenwood Ave	W		6Z

711	Greenwood Ave	W		6Z
721	Greenwood Ave	W		6Z
731	Greenwood Ave	W		6Z
741	Greenwood Ave	W		6Z
505	Harbor Blvd	N		6Z
509	Harbor Blvd	N		6Z
513	Harbor Blvd	N		6Z
600	Harbor Blvd	N		6Z
601	Harbor Blvd	N		6Z
605	Harbor Blvd	N		6Z
609	Harbor Blvd	N		6Z
613	Harbor Blvd	N		6Z
910	Harbor Blvd	N		6Z
1000	Harbor Blvd	N		6Z
1001	Harbor Blvd	N		6Z
1401	Harbor Blvd	N		6Z
840-864	Harbor Blvd	N		6Z
900-950	Harbor Blvd	N		6Z
211	Hazel Street	N		6Z
221	Hazel Street	N		6Z
231	Hazel Street	N		6Z
300	Hazel Street	N		6Z
301	Hazel Street	N		6Z
311	Hazel Street	N		6Z
321	Hazel Street	N		6Z
400	Hazel Street	N		6Z
612	Hazel Street	N	1946	6Z
615	Hazel Street	N	1928	6Z
616	Hazel Street	N	1946	6Z
619	Hazel Street	N	1949	6Z
620	Hazel Street	N	1946	6Z
621	Hazel Street	N		6Z
624	Hazel Street	N		6Z
625	Hazel Street	N	1949	6Z
628	Hazel Street	N	1946	6Z
629	Hazel Street	N	1949	6Z
632	Hazel Street	N		6Z
633	Hazel Street	N		6Z
636	Hazel Street	N		6Z
637	Hazel Street	N	1948	6Z
640	Hazel Street	N		6Z
645	Hazel Street	N	1928	6Z
650	Hazel Street	N	1945	6Z
201	Hazel Street	S		6Z
205	Hazel Street	S		6Z
209	Hazel Street	S		6Z
210	Hazel Street	S		6Z
213	Hazel Street	S		6Z

216	Hazel Street	S		6Z
217	Hazel Street	S		6Z
220	Hazel Street	S		6Z
221	Hazel Street	S		6Z
224	Hazel Street	S		6Z
240	Hazel Street	S		6Z
621	Heather Ave	N		6Z
631	Heather Ave	N		6Z
641	Heather Ave	N		6Z
651	Heather Ave	N		6Z
661	Heather Ave	N		6Z
671	Heather Ave	N		6Z
514	Heather Ave	W		6Z
515	Heather Ave	W		6Z
517	Heather Ave	W		6Z
518	Heather Ave	W		6Z
519	Heather Ave	W		6Z
520	Heather Ave	W		6Z
523	Heather Ave	W		6Z
524	Heather Ave	W		6Z
527	Heather Ave	W		6Z
530	Heather Ave	W		6Z
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535	Heather Ave	W		6Z
538	Heather Ave	W		6Z
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608	Heather Ave	W		6Z
615	Heather Ave	W		6Z
616	Heather Ave	W		6Z
618	Heather Ave	W		6Z
622	Heather Ave	W		6Z
626	Heather Ave	W		6Z
630	Heather Ave	W		6Z
632	Heather Ave	W		6Z
636	Heather Ave	W		6Z
642	Heather Ave	W		6Z
701	Heather Ave	W		6Z
740	Heather Ave	W		6Z
750	Heather Ave	W		6Z
800	Heather Ave	W		6Z
801	Heather Ave	W		6Z
810	Heather Ave	W		6Z
811	Heather Ave	W		6Z
820	Heather Ave	W		6Z
821	Heather Ave	W		6Z
830	Heather Ave	W		6Z
831	Heather Ave	W		6Z

840	Heather Ave	W		6Z
841	Heather Ave	W		6Z
900	Heather Ave	W		6Z
901	Heather Ave	W		6Z
910	Heather Ave	W		6Z
911	Heather Ave	W		6Z
920	Heather Ave	W		6Z
921	Heather Ave	W		6Z
930	Heather Ave	W		6Z
940	Heather Ave	W		6Z
950	Heather Ave	W		6Z
513	Highlander Ave	W		6Z
514	Highlander Ave	W	1948	6Z
515	Highlander Ave	W		6Z
517	Highlander Ave	W		6Z
518	Highlander Ave	W	1948	6Z
521	Highlander Ave	W	1925	6Z
522	Highlander Ave	W		6Z
525	Highlander Ave	W	1941	6Z
526	Highlander Ave	W		6Z
529	Highlander Ave	W		6Z
530	Highlander Ave	W	1946	6Z
534	Highlander Ave	W		6Z
535	Highlander Ave	W	1946	6Z
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544	Highlander Ave	W	1946	6Z
545	Highlander Ave	W	1940	6Z
601	Highlander Ave	W		6Z
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650	Highlander Ave	W		6Z
700	Highlander Ave	W		6Z
710	Highlander Ave	W		6Z
720	Highlander Ave	W		6Z
800	Highlander Ave	W		6Z
810	Highlander Ave	W		6Z
820	Highlander Ave	W		6Z
830	Highlander Ave	W		6Z
840	Highlander Ave	W		6Z
900	Highlander Ave	W		6Z
910	Highlander Ave	W		6Z
920	Highlander Ave	W		6Z

210	Hillcrest Street	S		6Z
211	Hillcrest Street	S		6Z
214	Hillcrest Street	S		6Z
215	Hillcrest Street	S		6Z
221	Hillcrest Street	S		6Z
222	Hillcrest Street	S		6Z
223	Hillcrest Street	S		6Z
224	Hillcrest Street	S		6Z
226	Hillcrest Street	S		6Z
330	Hillcrest Street	S		6Z
218-220	Hillcrest Street	S		6Z
617	Hillside Street	N	1948	6Z
621	Hillside Street	N	1946	6Z
625	Hillside Street	N	1946	6Z
629	Hillside Street	N	1946	6Z
633	Hillside Street	N	1946	6Z
637	Hillside Street	N	1946	6Z
641	Hillside Street	N	1946	6Z
500	Jocelyn Drive	E		6Z
501	Jocelyn Drive	E		6Z
520	Jocelyn Drive	E		6Z
521	Jocelyn Drive	E		6Z
540	Jocelyn Drive	E		6Z
541	Jocelyn Drive	E		6Z
560	Jocelyn Drive	E		6Z
561	Jocelyn Drive	E		6Z
1000	Kerner Way	E		6Z
1015	Kerner Way	E		6Z
1016	Kerner Way	E		6Z
1025	Kerner Way	E		6Z
1026	Kerner Way	E		6Z
1031	Kerner Way	E		6Z
1036	Kerner Way	E		6Z
1040	Kerner Way	E		6Z
1041	Kerner Way	E		6Z
1101	Kerner Way	E		6Z
1106	Kerner Way	E		6Z
1110	Kerner Way	E		6Z
1111	Kerner Way	E		6Z
200	Knudson Street	S		6Z
201	Knudson Street	S		6Z
210	Knudson Street	S		6Z
211	Knudson Street	S		6Z
220	Knudson Street	S		6Z
221	Knudson Street	S		6Z
230	Knudson Street	S		6Z
231	Knudson Street	S		6Z
240	Knudson Street	S		6Z

241	Knudson Street	S		6Z
250	Knudson Street	S		6Z
300	Knudson Street	S		6Z
301	Knudson Street	S		6Z
310	Knudson Street	S		6Z
311	Knudson Street	S		6Z
320	Knudson Street	S		6Z
321	Knudson Street	S		6Z
330	Knudson Street	S		6Z
331	Knudson Street	S		6Z
340	Knudson Street	S		6Z
341	Knudson Street	S		6Z
351	Knudson Street	S		6Z
361	Knudson Street	S		6Z
100	La Habra Blvd	E		6Z
101	La Habra Blvd	E		6Z
110	La Habra Blvd	E		6Z
111	La Habra Blvd	E		6Z
125	La Habra Blvd	E		6Z
127	La Habra Blvd	E		6Z
165	La Habra Blvd	E		6Z
210	La Habra Blvd	E		6Z
217	La Habra Blvd	E		6Z
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362	La Habra Blvd	E		6Z
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380	La Habra Blvd	E		6Z
401	La Habra Blvd	E		6Z
402	La Habra Blvd	E		6Z
405	La Habra Blvd	E		6Z
406	La Habra Blvd	E		6Z
409	La Habra Blvd	E		6Z
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418	La Habra Blvd	E		6Z
421	La Habra Blvd	E		6Z
424	La Habra Blvd	E		6Z
501	La Habra Blvd	E		6Z
504	La Habra Blvd	E		6Z
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715	La Habra Blvd	E		6Z
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911	La Habra Blvd	E		6Z
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935	La Habra Blvd	E		6Z
950	La Habra Blvd	E		6Z
958	La Habra Blvd	E		6Z
968	La Habra Blvd	E		6Z
976	La Habra Blvd	E		6Z
984	La Habra Blvd	E		6Z
994	La Habra Blvd	E		6Z
1001	La Habra Blvd	E		6Z
1005	La Habra Blvd	E		6Z
1011	La Habra Blvd	E		6Z
1015	La Habra Blvd	E		6Z

1018	La Habra Blvd	E		6Z
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1055	La Habra Blvd	E		6Z
1074	La Habra Blvd	E		6Z
1100	La Habra Blvd	E		6Z
1101	La Habra Blvd	E		6Z
1111	La Habra Blvd	E		6Z
1123	La Habra Blvd	E		6Z
1124	La Habra Blvd	E		6Z
101	La Habra Blvd	W		6Z
115	La Habra Blvd	W		6Z
121	La Habra Blvd	W		6Z
127	La Habra Blvd	W		6Z
135	La Habra Blvd	W		6Z
138	La Habra Blvd	W		6Z
141	La Habra Blvd	W		6Z
147	La Habra Blvd	W		6Z
155	La Habra Blvd	W		6Z
163	La Habra Blvd	W		6Z
164	La Habra Blvd	W		6Z
169	La Habra Blvd	W		6Z
175	La Habra Blvd	W		6Z
183	La Habra Blvd	W		6Z
185	La Habra Blvd	W		6Z
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214	La Habra Blvd	W		6Z
224	La Habra Blvd	W		6Z
236	La Habra Blvd	W		6Z
248	La Habra Blvd	W		6Z
300	La Habra Blvd	W		6Z
301	La Habra Blvd	W		6Z
303	La Habra Blvd	W		6Z
304	La Habra Blvd	W		6Z
309	La Habra Blvd	W		6Z
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311	La Habra Blvd	W		6Z
317	La Habra Blvd	W		6Z
319	La Habra Blvd	W		6Z
364	La Habra Blvd	W		6Z
400	La Habra Blvd	W		6Z
401	La Habra Blvd	W		6Z
405	La Habra Blvd	W		6Z
409	La Habra Blvd	W		6Z
410	La Habra Blvd	W		6Z
415	La Habra Blvd	W		6Z
417	La Habra Blvd	W		6Z

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501	La Habra Blvd	W		6Z
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530	La Habra Blvd	W		6Z
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540	La Habra Blvd	W		6Z
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551	La Habra Blvd	W		6Z
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615	La Habra Blvd	W		6Z
617	La Habra Blvd	W		6Z
623	La Habra Blvd	W		6Z
635	La Habra Blvd	W		6Z
635	La Habra Blvd	W		6Z
639	La Habra Blvd	W		6Z
640	La Habra Blvd	W		6Z
640	La Habra Blvd	W		6Z
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720	La Habra Blvd	W		6Z
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740	La Habra Blvd	W		6Z
741	La Habra Blvd	W		6Z
760	La Habra Blvd	W		6Z
810	La Habra Blvd	W		6Z
840	La Habra Blvd	W		6Z
841	La Habra Blvd	W		6Z
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881	La Habra Blvd	W		6Z
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900	La Habra Blvd	W		6Z
900	La Habra Blvd	W		6Z
980	La Habra Blvd	W		6Z
1000	La Habra Blvd	W		6Z
1010	La Habra Blvd	W		6Z
1100	La Habra Blvd	W		6Z
1150	La Habra Blvd	W		6Z
420-432	La Habra Blvd	W		6Z
515	La Habra Blvd.	W		6Z
101	Lambert Road	E		6Z
131	Lambert Road	E		6Z
151	Lambert Road	E		6Z
200	Lambert Road	E		6Z

210	Lambert Road	E		6Z
220	Lambert Road	E		6Z
230	Lambert Road	E		6Z
231	Lambert Road	E		6Z
240	Lambert Road	E		6Z
250	Lambert Road	E		6Z
260	Lambert Road	E		6Z
261	Lambert Road	E		6Z
270	Lambert Road	E		6Z
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751	Lambert Road	E		6Z
811	Lambert Road	E		6Z
821	Lambert Road	E		6Z
999	Lambert Road	E		6Z
1100	Lambert Road	E		6Z
120	Lambert Road	W		6Z
130	Lambert Road	W		6Z
140	Lambert Road	W		6Z

141	Lambert Road	W		6Z
151	Lambert Road	W		6Z
200	Lambert Road	W		6Z
210	Lambert Road	W		6Z
220	Lambert Road	W		6Z
229	Lambert Road	W		6Z
230	Lambert Road	W		6Z
245	Lambert Road	W		6Z
301	Lambert Road	W		6Z
311	Lambert Road	W		6Z
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420	Lambert Road	W		6Z
430	Lambert Road	W		6Z
431	Lambert Road	W		6Z
440	Lambert Road	W		6Z
451	Lambert Road	W		6Z
501	Lambert Road	W		6Z
531	Lambert Road	W		6Z
541	Lambert Road	W		6Z
621	Lambert Road	W		6Z
810	Lambert Road	W		6Z
814	Lambert Road	W		6Z
818	Lambert Road	W		6Z
822	Lambert Road	W		6Z
830	Lambert Road	W		6Z
834	Lambert Road	W		6Z
838	Lambert Road	W		6Z
1001	Lambert Road	W		6Z
1201	Lambert Road	W		6Z
540-550	Lambert Road	W		6Z
620	Lambert Road #1	W		6Z
704	Lambert Road #1	W		6Z
950	Lambert Road #1	W		6Z
700	Lambert Road #10	W		6Z
760	Lambert Road #101	W		6Z
764	Lambert Road #105	W		6Z
762	Lambert Road #109	W		6Z
770	Lambert Road #115	W		6Z
768	Lambert Road #119	W		6Z
774	Lambert Road #125	W		6Z
772	Lambert Road #129	W		6Z
776	Lambert Road #132	W		6Z
780	Lambert Road #138	W		6Z

712	Lambert Road #14	W		6Z
788	Lambert Road #144	W		6Z
630	Lambert Road #15	W		6Z
784	Lambert Road #151	W		6Z
792	Lambert Road #159	W		6Z
800	Lambert Road #163	W		6Z
1200	Lambert Road #17	W		6Z
720	Lambert Road #18	W		6Z
716	Lambert Road #23	W		6Z
724	Lambert Road #29	W		6Z
640	Lambert Road #31	W		6Z
732	Lambert Road #34	W		6Z
728	Lambert Road #35	W		6Z
600	Lambert Road #43	W		6Z
740	Lambert Road #43	W		6Z
736	Lambert Road #44	W		6Z
744	Lambert Road #49	W		6Z
708	Lambert Road #5	W		6Z
610	Lambert Road #55	W		6Z
748	Lambert Road #58	W		6Z
756	Lambert Road #67	W		6Z
752	Lambert Road #68	W		6Z
826	Lambert Road #A	W		6Z
115	Lemon Street	N		6Z
116	Lemon Street	N		6Z
117	Lemon Street	N		6Z
119	Lemon Street	N		6Z
120	Lemon Street	N		6Z
123	Lemon Street	N		6Z
125	Lemon Street	N		6Z
202	Lemon Street	N		6Z
207	Lemon Street	N		6Z
208	Lemon Street	N		6Z
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210	Lemon Street	N		6Z
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216	Lemon Street	N		6Z
217	Lemon Street	N		6Z
221	Lemon Street	N		6Z
222	Lemon Street	N		6Z
225	Lemon Street	N		6Z
230	Lemon Street	N		6Z
315	Lemon Street	N		6Z
371	Lemon Street	N		6Z
401	Lemon Street	N		6Z
411	Lemon Street	N		6Z
431	Lemon Street	N		6Z

500	Lemon Street	N		6Z
501	Lemon Street	N		6Z
510	Lemon Street	N		6Z
511	Lemon Street	N		6Z
520	Lemon Street	N		6Z
521	Lemon Street	N		6Z
530	Lemon Street	N		6Z
531	Lemon Street	N		6Z
540	Lemon Street	N		6Z
541	Lemon Street	N		6Z
550	Lemon Street	N		6Z
551	Lemon Street	N		6Z
600	Lemon Street	N		6Z
601	Lemon Street	N		6Z
610	Lemon Street	N		6Z
611	Lemon Street	N		6Z
620	Lemon Street	N		6Z
621	Lemon Street	N		6Z
630	Lemon Street	N		6Z
631	Lemon Street	N		6Z
115	Leora Street	N		6Z
119	Leora Street	N		6Z
121	Leora Street	N		6Z
421	Leora Street	N		6Z
425	Leora Street	N		6Z
114	Lois Street	N		6Z
116	Lois Street	N		6Z
117	Lois Street	N	1916	6Z
119	Lois Street	N	1916	6Z
122	Lois Street	N		6Z
202	Lois Street	N		6Z
203	Lois Street	N		6Z
207	Lois Street	N		6Z
208	Lois Street	N		6Z
212	Lois Street	N		6Z
215	Lois Street	N		6Z
216	Lois Street	N		6Z
217	Lois Street	N		6Z
221	Lois Street	N		6Z
226	Lois Street	N		6Z
227	Lois Street	N		6Z
228	Lois Street	N		6Z
230	Lois Street	N		6Z
231	Lois Street	N	1919	6Z
232	Lois Street	N		6Z
234	Lois Street	N		6Z
235	Lois Street	N	1912	6Z
301	Lois Street	N	1914	6Z

302	Lois Street	N		6Z
305	Lois Street	N		6Z
308	Lois Street	N		6Z
309	Lois Street	N	1913	6Z
312	Lois Street	N		6Z
314	Lois Street	N		6Z
315	Lois Street	N		6Z
316	Lois Street	N	1929	6Z
319	Lois Street	N		6Z
323	Lois Street	N		6Z
327	Lois Street	N		6Z
403	Lois Street	N	1920	6Z
405	Lois Street	N	1929	6Z
406	Lois Street	N	1922	6Z
408	Lois Street	N	1922	6Z
410	Lois Street	N		6Z
419	Lois Street	N		6Z
420	Lois Street	N		6Z
423	Lois Street	N		6Z
425	Lois Street	N		6Z
501	Lois Street	N		6Z
515	Lois Street	N		6Z
209-1/2	Lois Street	N		6Z
371	Loma Verde Ave	W		6Z
381	Loma Verde Ave	W		6Z
391	Loma Verde Ave	W		6Z
401	Loma Verde Ave	W		6Z
411	Loma Verde Ave	W		6Z
421	Loma Verde Ave	W		6Z
431	Loma Verde Ave	W		6Z
441	Loma Verde Ave	W		6Z
451	Loma Verde Ave	W		6Z
130	Lydia Street	N		6Z
140	Lydia Street	N		6Z
141	Lydia Street	N		6Z
150	Lydia Street	N		6Z
151	Lydia Street	N		6Z
200	Lydia Street	N		6Z
201	Lydia Street	N		6Z
210	Lydia Street	N		6Z
211	Lydia Street	N		6Z
220	Lydia Street	N		6Z
221	Lydia Street	N		6Z
230	Lydia Street	N		6Z
231	Lydia Street	N		6Z
240	Lydia Street	N		6Z
241	Lydia Street	N		6Z
301	Lydia Street	N		6Z

311	Lydia Street	N		6Z
321	Lydia Street	N		6Z
331	Lydia Street	N		6Z
401	Lydia Street	N		6Z
411	Lydia Street	N		6Z
421	Lydia Street	N		6Z
431	Lydia Street	N		6Z
215	Main Street	N		6Z
218	Main Street	N		6Z
222	Main Street	N		6Z
700	Main Street	N		6Z
701	Main Street	N		6Z
710	Main Street	N		6Z
711	Main Street	N		6Z
720	Main Street	N		6Z
721	Main Street	N		6Z
730	Main Street	N		6Z
731	Main Street	N		6Z
740	Main Street	N		6Z
741	Main Street	N		6Z
500	Maple Street	N		6Z
501	Maple Street	N		6Z
510	Maple Street	N		6Z
511	Maple Street	N		6Z
520	Maple Street	N		6Z
521	Maple Street	N		6Z
530	Maple Street	N		6Z
531	Maple Street	N		6Z
540	Maple Street	N		6Z
541	Maple Street	N		6Z
550	Maple Street	N		6Z
551	Maple Street	N		6Z
600	Maple Street	N		6Z
601	Maple Street	N		6Z
610	Maple Street	N		6Z
611	Maple Street	N		6Z
620	Maple Street	N		6Z
621	Maple Street	N		6Z
630	Maple Street	N		6Z
631	Maple Street	N		6Z
700	Maple Street	N		6Z
701	Maple Street	N		6Z
730	Maple Street	N		6Z
731	Maple Street	N		6Z
770	Maple Street	N		6Z
100	Marian Street	N		6Z
101	Marian Street	N		6Z
110	Marian Street	N		6Z

111	Marian Street	N		6Z
120	Marian Street	N		6Z
121	Marian Street	N		6Z
130	Marian Street	N		6Z
131	Marian Street	N		6Z
140	Marian Street	N		6Z
141	Marian Street	N		6Z
150	Marian Street	N		6Z
151	Marian Street	N		6Z
200	Marian Street	N		6Z
201	Marian Street	N		6Z
210	Marian Street	N		6Z
211	Marian Street	N		6Z
220	Marian Street	N		6Z
221	Marian Street	N		6Z
230	Marian Street	N		6Z
231	Marian Street	N		6Z
240	Marian Street	N		6Z
241	Marian Street	N		6Z
251	Marian Street	N		6Z
261	Marian Street	N		6Z
300	Marian Street	N		6Z
301	Marian Street	N		6Z
310	Marian Street	N		6Z
311	Marian Street	N		6Z
320	Marian Street	N		6Z
321	Marian Street	N		6Z
330	Marian Street	N		6Z
331	Marian Street	N		6Z
400	Marian Street	N		6Z
401	Marian Street	N		6Z
410	Marian Street	N		6Z
411	Marian Street	N		6Z
420	Marian Street	N		6Z
421	Marian Street	N		6Z
430	Marian Street	N		6Z
431	Marian Street	N		6Z
110	Marian Street	S		6Z
111	Marian Street	S		6Z
120	Marian Street	S		6Z
121	Marian Street	S		6Z
130	Marian Street	S		6Z
131	Marian Street	S		6Z
141	Marian Street	S		6Z
150	Marian Street	S		6Z
151	Marian Street	S		6Z
160	Marian Street	S		6Z
161	Marian Street	S		6Z

200	Marian Street	S		6Z
201	Marian Street	S		6Z
210	Marian Street	S		6Z
211	Marian Street	S		6Z
220	Marian Street	S		6Z
221	Marian Street	S		6Z
230	Marian Street	S		6Z
231	Marian Street	S		6Z
240	Marian Street	S		6Z
241	Marian Street	S		6Z
251	Marian Street	S		6Z
261	Marian Street	S		6Z
301	Marian Street	S		6Z
311	Marian Street	S		6Z
321	Marian Street	S		6Z
331	Marian Street	S		6Z
341	Marian Street	S		6Z
351	Marian Street	S		6Z
361	Marian Street	S		6Z
510	McFadden Street	W		6Z
520	McFadden Street	W		6Z
530	McFadden Street	W		6Z
532	McFadden Street	W		6Z
600	McFadden Street	W		6Z
602	McFadden Street	W		6Z
212	McPherson Street	N		6Z
311	McPherson Street	N		6Z
320	McPherson Street	N		6Z
330	McPherson Street	N		6Z
340	McPherson Street	N		6Z
350	McPherson Street	N		6Z
400	McPherson Street	N		6Z
409	McPherson Street	N		6Z
411	McPherson Street	N		6Z
417	McPherson Street	N		6Z
420	McPherson Street	N		6Z
421	McPherson Street	N		6Z
500	McPherson Street	N		6Z
501	McPherson Street	N		6Z
510	McPherson Street	N		6Z
511	McPherson Street	N		6Z
520	McPherson Street	N		6Z
521	McPherson Street	N		6Z
530	McPherson Street	N		6Z
531	McPherson Street	N		6Z
540	McPherson Street	N		6Z
541	McPherson Street	N		6Z
550	McPherson Street	N		6Z

551	McPherson Street	N		6Z
601	McPherson Street	N		6Z
611	McPherson Street	N		6Z
621	McPherson Street	N		6Z
131	Monte Vista Street	N		6Z
141	Monte Vista Street	N		6Z
200	Monte Vista Street	N		6Z
220	Monte Vista Street	N		6Z
230	Monte Vista Street	N		6Z
300	Monte Vista Street	N		6Z
400	Monte Vista Street	N		6Z
430	Monte Vista Street	N		6Z
460	Monte Vista Street	N		6Z
500	Monte Vista Street	N		6Z
510	Monte Vista Street	N		6Z
520	Monte Vista Street	N		6Z
530	Monte Vista Street	N		6Z
540	Monte Vista Street	N		6Z
100	Monte Vista Street	S		6Z
106	Monte Vista Street	S		6Z
200	Monte Vista Street	S		6Z
201	Monte Vista Street	S		6Z
237	Monte Vista Street	S		6Z
240	Monte Vista Street	S		6Z
244	Monte Vista Street	S		6Z
250	Monte Vista Street	S		6Z
250	Monte Vista Street	S		6Z
255	Monte Vista Street	S		6Z
260	Monte Vista Street	S		6Z
261	Monte Vista Street	S		6Z
267	Monte Vista Street	S		6Z
275	Monte Vista Street	S		6Z
281	Monte Vista Street	S		6Z
291	Monte Vista Street	S		6Z
300	Monte Vista Street	S		6Z
311	Monte Vista Street	S		6Z
341	Monte Vista Street	S		6Z
400	Monte Vista Street	S		6Z
2042	Monte Vista Street	S		6Z
2052	Monte Vista Street	S		6Z
2062	Monte Vista Street	S		6Z
2102	Monte Vista Street	S		6Z
2122	Monte Vista Street	S		6Z
2132	Monte Vista Street	S		6Z
2152	Monte Vista Street	S		6Z
2162	Monte Vista Street	S		6Z
2172	Monte Vista Street	S		6Z
2202	Monte Vista Street	S		6Z

2204	Monte Vista Street	S		6Z
2212	Monte Vista Street	S		6Z
2220	Monte Vista Street	S		6Z
351	Monte Vista Street #11	S		6Z
343	Monte Vista Street #13	S		6Z
349	Monte Vista Street #17	S		6Z
345	Monte Vista Street #22	S		6Z
641	Mountain View Ave	S		6Z
115	Mountain View Ave	W		6Z
118	Mountain View Ave	W		6Z
132	Mountain View Ave	W		6Z
140	Mountain View Ave	W		6Z
151	Mountain View Ave	W		6Z
200	Mountain View Ave	W		6Z
205	Mountain View Ave	W		6Z
208	Mountain View Ave	W		6Z
210	Mountain View Ave	W		6Z
211	Mountain View Ave	W		6Z
215	Mountain View Ave	W		6Z
218	Mountain View Ave	W		6Z
222	Mountain View Ave	W		6Z
300	Mountain View Ave	W		6Z
301	Mountain View Ave	W		6Z
304	Mountain View Ave	W		6Z
308	Mountain View Ave	W		6Z
314	Mountain View Ave	W		6Z
315	Mountain View Ave	W		6Z
320	Mountain View Ave	W		6Z
328	Mountain View Ave	W		6Z
406	Mountain View Ave	W		6Z
410	Mountain View Ave	W		6Z
413	Mountain View Ave	W		6Z
414	Mountain View Ave	W		6Z
415	Mountain View Ave	W		6Z
418	Mountain View Ave	W		6Z
420	Mountain View Ave	W		6Z
521	Mountain View Ave	W		6Z
531	Mountain View Ave	W		6Z
536	Mountain View Ave	W		6Z
541	Mountain View Ave	W		6Z
591	Mountain View Ave	W		6Z
610	Mountain View Ave	W		6Z
619	Mountain View Ave	W		6Z
620	Mountain View Ave	W		6Z
625	Mountain View Ave	W		6Z
630	Mountain View Ave	W		6Z
217	Mountain View Ave #1	W		6Z
409	Mountain View Ave #1	W		6Z

405	Mountain View Ave #10	W		6Z
100	Olive Ave	E		6Z
101	Olive Ave	E		6Z
110	Olive Ave	E		6Z
111	Olive Ave	E		6Z
120	Olive Ave	E		6Z
121	Olive Ave	E		6Z
130	Olive Ave	E		6Z
131	Olive Ave	E		6Z
141	Olive Ave	E		6Z
151	Olive Ave	E		6Z
201	Olive Ave	E		6Z
211	Olive Ave	E		6Z
220	Olive Ave	E		6Z
221	Olive Ave	E		6Z
230	Olive Ave	E		6Z
231	Olive Ave	E		6Z
240	Olive Ave	E		6Z
241	Olive Ave	E		6Z
250	Olive Ave	E		6Z
251	Olive Ave	E		6Z
301	Olive Ave	E		6Z
310	Olive Ave	E		6Z
311	Olive Ave	E		6Z
321	Olive Ave	E		6Z
331	Olive Ave	E		6Z
340	Olive Ave	E		6Z
341	Olive Ave	E		6Z
350	Olive Ave	E		6Z
351	Olive Ave	E		6Z
360	Olive Ave	E		6Z
361	Olive Ave	E		6Z
370	Olive Ave	E		6Z
371	Olive Ave	E		6Z
381	Olive Ave	E		6Z
391	Olive Ave	E		6Z
550	Olive Ave	S		6Z
560	Olive Ave	S		6Z
561	Olive Ave	S		6Z
570	Olive Ave	S		6Z
571	Olive Ave	S		6Z
600	Olive Ave	S		6Z
601	Olive Ave	S		6Z
610	Olive Ave	S		6Z
611	Olive Ave	S		6Z
620	Olive Ave	S		6Z
621	Olive Ave	S		6Z
630	Olive Ave	S		6Z

101	Olive Ave	W		6Z
108	Olive Ave	W		6Z
120	Olive Ave	W		6Z
131	Olive Ave	W		6Z
141	Olive Ave	W		6Z
200	Olive Ave	W		6Z
201	Olive Ave	W		6Z
202	Olive Ave	W		6Z
204	Olive Ave	W		6Z
206	Olive Ave	W		6Z
215	Olive Ave	W		6Z
218	Olive Ave	W		6Z
221	Olive Ave	W		6Z
222	Olive Ave	W		6Z
400	Olive Ave	W		6Z
401	Olive Ave	W		6Z
411	Olive Ave	W		6Z
414	Olive Ave	W		6Z
418	Olive Ave	W		6Z
440	Olive Ave	W		6Z
208-212	Olive Ave	W		6Z
226-230	Olive Ave	W		6Z
600	Orchard Place	W		6Z
601	Orchard Place	W		6Z
610	Orchard Place	W		6Z
611	Orchard Place	W		6Z
620	Orchard Place	W		6Z
621	Orchard Place	W		6Z
630	Orchard Place	W		6Z
631	Orchard Place	W		6Z
640	Orchard Place	W		6Z
641	Orchard Place	W		6Z
650	Orchard Place	W		6Z
651	Orchard Place	W		6Z
700	Orchard Place	W		6Z
701	Orchard Place	W		6Z
710	Orchard Place	W		6Z
711	Orchard Place	W		6Z
720	Orchard Place	W		6Z
721	Orchard Place	W		6Z
730	Orchard Place	W		6Z
731	Orchard Place	W		6Z
740	Orchard Place	W		6Z
741	Orchard Place	W		6Z
401	Park Industrial Drive	E		6Z
411	Park Industrial Drive	E		6Z
431	Park Industrial Drive	E		6Z
501	Park Industrial Drive	E		6Z

510	Park Industrial Drive	E		6Z
510	Park Industrial Drive	E		6Z
520	Park Industrial Drive	E		6Z
520	Park Industrial Drive	E		6Z
500	Park Place	N.	1924	6Z
514	Park Place		1923	6Z
100	Pinehurst Ave	E		6Z
110	Pinehurst Ave	E		6Z
120	Pinehurst Ave	E		6Z
130	Pinehurst Ave	E		6Z
140	Pinehurst Ave	E		6Z
150	Pinehurst Ave	E		6Z
200	Pinehurst Ave	E		6Z
210	Pinehurst Ave	E		6Z
220	Pinehurst Ave	E		6Z
230	Pinehurst Ave	E		6Z
300	Pinehurst Ave	E		6Z
310	Pinehurst Ave	E		6Z
320	Pinehurst Ave	E		6Z
330	Pinehurst Ave	E		6Z
331	Pinehurst Ave	E		6Z
340	Pinehurst Ave	E		6Z
341	Pinehurst Ave	E		6Z
350	Pinehurst Ave	E		6Z
351	Pinehurst Ave	E		6Z
360	Pinehurst Ave	E		6Z
361	Pinehurst Ave	E		6Z
370	Pinehurst Ave	E		6Z
371	Pinehurst Ave	E		6Z
380	Pinehurst Ave	E		6Z
381	Pinehurst Ave	E		6Z
390	Pinehurst Ave	E		6Z
391	Pinehurst Ave	E		6Z
400	Pinehurst Ave	E		6Z
401	Pinehurst Ave	E		6Z
410	Pinehurst Ave	E		6Z
411	Pinehurst Ave	E		6Z
420	Pinehurst Ave	E		6Z
421	Pinehurst Ave	E		6Z
430	Pinehurst Ave	E		6Z
431	Pinehurst Ave	E		6Z
500	Pinehurst Ave	E		6Z
501	Pinehurst Ave	E		6Z
510	Pinehurst Ave	E		6Z
511	Pinehurst Ave	E		6Z
520	Pinehurst Ave	E		6Z
521	Pinehurst Ave	E		6Z
600	Pinehurst Ave	E		6Z

601	Pinehurst Ave	E		6Z
610	Pinehurst Ave	E		6Z
611	Pinehurst Ave	E		6Z
620	Pinehurst Ave	E		6Z
621	Pinehurst Ave	E		6Z
630	Pinehurst Ave	E		6Z
631	Pinehurst Ave	E		6Z
641	Pinehurst Ave	E		6Z
700	Pinehurst Ave	E		6Z
701	Pinehurst Ave	E		6Z
710	Pinehurst Ave	E		6Z
711	Pinehurst Ave	E		6Z
720	Pinehurst Ave	E		6Z
721	Pinehurst Ave	E		6Z
730	Pinehurst Ave	E		6Z
731	Pinehurst Ave	E		6Z
740	Pinehurst Ave	E		6Z
741	Pinehurst Ave	E		6Z
750	Pinehurst Ave	E		6Z
751	Pinehurst Ave	E		6Z
760	Pinehurst Ave	E		6Z
761	Pinehurst Ave	E		6Z
771	Pinehurst Ave	E		6Z
781	Pinehurst Ave	E		6Z
200	Pinehurst Ave	W		6Z
201	Pinehurst Ave	W	1949	6Z
205	Pinehurst Ave	W		6Z
209	Pinehurst Ave	W		6Z
211	Pinehurst Ave	W		6Z
215	Pinehurst Ave	W		6Z
219	Pinehurst Ave	W		6Z
600	Pinehurst Ave	W		6Z
601	Pinehurst Ave	W		6Z
610	Pinehurst Ave	W		6Z
611	Pinehurst Ave	W		6Z
620	Pinehurst Ave	W		6Z
621	Pinehurst Ave	W		6Z
630	Pinehurst Ave	W		6Z
631	Pinehurst Ave	W		6Z
640	Pinehurst Ave	W		6Z
641	Pinehurst Ave	W		6Z
650	Pinehurst Ave	W		6Z
651	Pinehurst Ave	W		6Z
701	Pinehurst Ave	W		6Z
710	Pinehurst Ave	W		6Z
711	Pinehurst Ave	W		6Z
720	Pinehurst Ave	W		6Z
721	Pinehurst Ave	W		6Z

730	Pinehurst Ave	W		6Z
731	Pinehurst Ave	W		6Z
740	Pinehurst Ave	W		6Z
741	Pinehurst Ave	W		6Z
361	Portola Ave	W		6Z
370	Portola Ave	W		6Z
371	Portola Ave	W		6Z
380	Portola Ave	W		6Z
381	Portola Ave	W		6Z
390	Portola Ave	W		6Z
391	Portola Ave	W		6Z
400	Portola Ave	W		6Z
401	Portola Ave	W		6Z
410	Portola Ave	W		6Z
411	Portola Ave	W		6Z
420	Portola Ave	W		6Z
421	Portola Ave	W		6Z
430	Portola Ave	W		6Z
431	Portola Ave	W		6Z
440	Portola Ave	W		6Z
441	Portola Ave	W		6Z
450	Portola Ave	W		6Z
451	Portola Ave	W		6Z
100	Rose Ave	E		6Z
105	Rose Ave	E		6Z
120	Rose Ave	E		6Z
130	Rose Ave	E		6Z
131	Rose Ave	E		6Z
140	Rose Ave	E		6Z
141	Rose Ave	E		6Z
150	Rose Ave	E		6Z
151	Rose Ave	E		6Z
200	Rose Ave	E		6Z
201	Rose Ave	E		6Z
210	Rose Ave	E		6Z
211	Rose Ave	E		6Z
220	Rose Ave	E		6Z
221	Rose Ave	E		6Z
230	Rose Ave	E		6Z
231	Rose Ave	E		6Z
300	Rose Ave	E		6Z
301	Rose Ave	E		6Z
310	Rose Ave	E		6Z
311	Rose Ave	E		6Z
320	Rose Ave	E		6Z
321	Rose Ave	E		6Z
330	Rose Ave	E		6Z
331	Rose Ave	E		6Z

340	Rose Ave	E		6Z
341	Rose Ave	E		6Z
350	Rose Ave	E		6Z
351	Rose Ave	E		6Z
360	Rose Ave	E		6Z
361	Rose Ave	E		6Z
370	Rose Ave	E		6Z
740	Rose Ave	E		6Z
741	Rose Ave	E		6Z
750	Rose Ave	E		6Z
751	Rose Ave	E		6Z
760	Rose Ave	E		6Z
761	Rose Ave	E		6Z
770	Rose Ave	E		6Z
801	Rose Ave	E		6Z
802	Rose Ave	E		6Z
805	Rose Ave	E		6Z
806	Rose Ave	E		6Z
809	Rose Ave	E		6Z
810	Rose Ave	E		6Z
813	Rose Ave	E		6Z
814	Rose Ave	E		6Z
901	Rose Ave	E		6Z
902	Rose Ave	E		6Z
905	Rose Ave	E		6Z
906	Rose Ave	E		6Z
909	Rose Ave	E		6Z
910	Rose Ave	E		6Z
911	Rose Ave	E		6Z
912	Rose Ave	E		6Z
116	Rose Ave	W	1920	6Z
120	Rose Ave	W	1924	6Z
124	Rose Ave	W	1925	6Z
128	Rose Ave	W	1923	6Z
132	Rose Ave	W	1940	6Z
136	Rose Ave	W		6Z
301	Rose Ave	W	1923	6Z
302	Rose Ave	W	1931	6Z
306	Rose Ave	W		6Z
307	Rose Ave	W	1930	6Z
309	Rose Ave	W	1927	6Z
310	Rose Ave	W	1924	6Z
107	Second Avenue	E		6Z
111	Second Avenue	E		6Z
121	Second Avenue	E		6Z
200	Second Avenue	E		6Z
201	Second Avenue	E		6Z
203	Second Avenue	E		6Z

211	Second Avenue	E		6Z
215	Second Avenue	E		6Z
219	Second Avenue	E		6Z
220	Second Avenue	E		6Z
222	Second Avenue	E		6Z
227	Second Avenue	E		6Z
228	Second Avenue	E		6Z
231	Second Avenue	E		6Z
232	Second Avenue	E		6Z
300	Second Avenue	E		6Z
301	Second Avenue	E		6Z
305	Second Avenue	E		6Z
308	Second Avenue	E		6Z
310	Second Avenue	E		6Z
311	Second Avenue	E		6Z
312	Second Avenue	E		6Z
315	Second Avenue	E		6Z
316	Second Avenue	E		6Z
317	Second Avenue	E		6Z
322	Second Avenue	E		6Z
323	Second Avenue	E		6Z
325	Second Avenue	E		6Z
326	Second Avenue	E		6Z
330	Second Avenue	E		6Z
401	Second Avenue	E		6Z
410	Second Avenue	E		6Z
411	Second Avenue	E		6Z
420	Second Avenue	E		6Z
421	Second Avenue	E		6Z
430	Second Avenue	E		6Z
431	Second Avenue	E		6Z
440	Second Avenue	E		6Z
441	Second Avenue	E		6Z
451	Second Avenue	E		6Z
501	Second Avenue	E		6Z
510	Second Avenue	E		6Z
511	Second Avenue	E		6Z
520	Second Avenue	E		6Z
521	Second Avenue	E		6Z
530	Second Avenue	E		6Z
531	Second Avenue	E		6Z
540	Second Avenue	E		6Z
541	Second Avenue	E		6Z
550	Second Avenue	E		6Z
551	Second Avenue	E		6Z
560	Second Avenue	E		6Z
561	Second Avenue	E		6Z
570	Second Avenue	E		6Z

223-225	Second Avenue	E		6Z
601	Stearns Ave	E		6Z
602	Stearns Ave	E		6Z
604	Stearns Ave	E		6Z
606	Stearns Ave	E		6Z
607	Stearns Ave	E		6Z
609	Stearns Ave	E		6Z
610	Stearns Ave	E		6Z
613	Stearns Ave	E		6Z
614	Stearns Ave	E		6Z
617	Stearns Ave	E		6Z
618	Stearns Ave	E		6Z
621	Stearns Ave	E		6Z
622	Stearns Ave	E		6Z
702	Stearns Ave	E		6Z
703	Stearns Ave	E		6Z
704	Stearns Ave	E		6Z
711	Stearns Ave	E		6Z
714	Stearns Ave	E		6Z
716	Stearns Ave	E		6Z
717	Stearns Ave	E		6Z
720	Stearns Ave	E		6Z
721	Stearns Ave	E		6Z
804	Stearns Ave	E		6Z
806	Stearns Ave	E		6Z
812	Stearns Ave	E		6Z
814	Stearns Ave	E		6Z
818	Stearns Ave	E		6Z
820	Stearns Ave	E		6Z
906	Stearns Ave	E		6Z
910	Stearns Ave	E		6Z
916	Stearns Ave	E		6Z
920	Stearns Ave	E		6Z
926	Stearns Ave	E		6Z
1001	Stearns Ave	E		6Z
1002	Stearns Ave	E		6Z
1010	Stearns Ave	E		6Z
1026	Stearns Ave	E		6Z
1051	Stearns Ave	E		6Z
208	Sunset Street	N		6Z
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305	Sunset Street	N		6Z
308	Sunset Street	N		6Z
309	Sunset Street	N		6Z
312	Sunset Street	N		6Z
313	Sunset Street	N		6Z
316	Sunset Street	N		6Z

317	Sunset Street	N		6Z
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321	Sunset Street	N		6Z
324	Sunset Street	N		6Z
325	Sunset Street	N		6Z
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405	Sunset Street	N		6Z
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604	Sunset Street	N		6Z
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612	Sunset Street	N		6Z
616	Sunset Street	N		6Z
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301	Sunset Street	S		6Z
304	Sunset Street	S		6Z
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308	Sunset Street	S		6Z
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312	Sunset Street	S		6Z
315	Sunset Street	S		6Z
316	Sunset Street	S		6Z
317	Sunset Street	S		6Z
320	Sunset Street	S		6Z
321	Sunset Street	S		6Z
501	Third Avenue	E		6Z
504	Third Avenue	E		6Z
505	Third Avenue	E		6Z
506	Third Avenue	E		6Z
509	Third Avenue	E		6Z
510	Third Avenue	E		6Z
515	Third Avenue	E		6Z
516	Third Avenue	E		6Z
519	Third Avenue	E		6Z
520	Third Avenue	E		6Z
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523	Third Avenue	E		6Z
525	Third Avenue	E		6Z

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610	Third Avenue	E		6Z
620	Third Avenue	E		6Z
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301	Valencia Street	N		6Z
304	Valencia Street	N		6Z
305	Valencia Street	N		6Z
308	Valencia Street	N		6Z
309	Valencia Street	N		6Z
312	Valencia Street	N		6Z

313	Valencia Street	N		6Z
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317	Valencia Street	N		6Z
320	Valencia Street	N		6Z
321	Valencia Street	N		6Z
324	Valencia Street	N		6Z
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412	Valencia Street	N		6Z
415	Valencia Street	N		6Z
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231	Valencia Street	S		6Z
240	Valencia Street	S		6Z
300	Valencia Street	S		6Z
301	Valencia Street	S		6Z
304	Valencia Street	S		6Z
305	Valencia Street	S		6Z
308	Valencia Street	S		6Z

309	Valencia Street	S		6Z
312	Valencia Street	S		6Z
315	Valencia Street	S		6Z
316	Valencia Street	S		6Z
317	Valencia Street	S		6Z
320	Valencia Street	S		6Z
321	Valencia Street	S		6Z
110-118	Valencia Street	S		6Z
120-128	Valencia Street	S		6Z
241	Valencia Street #2	S		6Z
200	Valley Home Ave	N		6Z
330	Valley Home Ave	N		6Z
350	Valley Home Ave	N		6Z
360	Valley Home Ave	N		6Z
400	Valley Home Ave	N		6Z
410	Valley Home Ave	N		6Z
420	Valley Home Ave	N		6Z
430	Valley Home Ave	N		6Z
440	Valley Home Ave	N		6Z
500	Valley Home Ave	N		6Z
510	Valley Home Ave	N		6Z
520	Valley Home Ave	N		6Z
730	Valley Home Ave	N		6Z
740	Valley Home Ave	N		6Z
750	Valley Home Ave	N		6Z
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1410	Valley Home Ave	N		6Z
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1430	Valley Home Ave	N		6Z
1500	Valley Home Ave	N		6Z
1520	Valley Home Ave	N		6Z
130-152	Valley Home Ave	N		6Z
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110	Virginia Street	N		6Z
111	Virginia Street	N		6Z
120	Virginia Street	N		6Z
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131	Virginia Street	N		6Z
140	Virginia Street	N		6Z
141	Virginia Street	N		6Z
150	Virginia Street	N		6Z

151	Virginia Street	N		6Z
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201	Virginia Street	N		6Z
210	Virginia Street	N		6Z
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221	Virginia Street	N		6Z
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401	Virginia Street	N		6Z
411	Virginia Street	N		6Z
420	Virginia Street	N		6Z
421	Virginia Street	N		6Z
430	Virginia Street	N		6Z
431	Virginia Street	N		6Z
150	Wallace Street	S		6Z
115-121	Wallace Street	S		6Z
216	Walnut Street	N		6Z
217	Walnut Street	N		6Z
220	Walnut Street	N		6Z
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303	Walnut Street	N		6Z
307	Walnut Street	N		6Z
309	Walnut Street	N		6Z
310	Walnut Street	N		6Z
315	Walnut Street	N		6Z
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330	Walnut Street	N		6Z
340	Walnut Street	N		6Z
400	Walnut Street	N		6Z
407	Walnut Street	N	1949	6Z
411	Walnut Street	N	1908	6Z
413	Walnut Street	N		6Z

414	Walnut Street	N		6Z
425	Walnut Street	N	1927	6Z
450	Walnut Street	N		6Z
501	Walnut Street	N		6Z
611	Walnut Street	N		6Z
612	Walnut Street	N		6Z
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616	Walnut Street	N		6Z
619	Walnut Street	N		6Z
620	Walnut Street	N		6Z
624	Walnut Street	N		6Z
625	Walnut Street	N		6Z
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634	Walnut Street	N		6Z
638	Walnut Street	N	1949	6Z
644	Walnut Street	N	1948	6Z
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911	Walnut Street	N		6Z
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930	Walnut Street	N		6Z
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201	Walnut Street	S		6Z
204	Walnut Street	S		6Z
208	Walnut Street	S		6Z
211	Walnut Street	S		6Z
212	Walnut Street	S		6Z
216	Walnut Street	S		6Z
220	Walnut Street	S		6Z
221	Walnut Street	S		6Z
231	Walnut Street	S		6Z
300	Walnut Street	S		6Z
301	Walnut Street	S		6Z
311	Walnut Street	S		6Z

321	Walnut Street	S		6Z
331	Walnut Street	S		6Z
341	Walnut Street	S		6Z
351	Walnut Street	S		6Z
361	Walnut Street	S		6Z
381	Walnut Street	S		6Z
501	Walnut Street	S		6Z
511	Walnut Street	S		6Z
519	Walnut Street	S		6Z
520	Walnut Street	S		6Z
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543	Walnut Street	S		6Z
545	Walnut Street	S		6Z
561	Walnut Street	S		6Z
591	Walnut Street	S		6Z
605	Walnut Street	S		6Z
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631	Walnut Street	S		6Z
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601	Ward Street	N		6Z
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605	Ward Street	N		6Z
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651	Ward Street	N		6Z
504	Warne Street	N		6Z
505	Warne Street	N		6Z

508	Warne Street	N		6Z
509	Warne Street	N		6Z
512	Warne Street	N		6Z
513	Warne Street	N		6Z
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601	Warne Street	N		6Z
604	Warne Street	N		6Z
605	Warne Street	N		6Z
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622	Warne Street	N		6Z
624	Warne Street	N		6Z
626	Warne Street	N		6Z
628	Warne Street	N		6Z
630	Warne Street	N		6Z
631	Warne Street	N		6Z
632	Warne Street	N		6Z
641	Warne Street	N		6Z
651	Warne Street	N		6Z
640-652	Warne Street	N		6Z
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101	Whittier Blvd	E		6Z
120	Whittier Blvd	E		6Z
121	Whittier Blvd	E		6Z
151	Whittier Blvd	E		6Z
200	Whittier Blvd	E		6Z
201	Whittier Blvd	E		6Z
221	Whittier Blvd	E		6Z
230	Whittier Blvd	E		6Z
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341	Whittier Blvd	E		6Z
361	Whittier Blvd	E		6Z
370	Whittier Blvd	E	c.1955	6Z
371	Whittier Blvd	E		6Z
400	Whittier Blvd	E		6Z
401	Whittier Blvd	E		6Z
421	Whittier Blvd	E		6Z
430	Whittier Blvd	E		6Z
440	Whittier Blvd	E		6Z

541	Whittier Blvd	E		6Z
600	Whittier Blvd	E		6Z
601	Whittier Blvd	E		6Z
620	Whittier Blvd	E		6Z
630	Whittier Blvd	E		6Z
631	Whittier Blvd	E		6Z
640	Whittier Blvd	E		6Z
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160	Whittier Blvd	W		6Z
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205	Whittier Blvd	W		6Z
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721	Whittier Blvd	W		6Z
721	Whittier Blvd	W		6Z
730	Whittier Blvd	W		6Z
731	Whittier Blvd	W		6Z
740	Whittier Blvd	W		6Z
801	Whittier Blvd	W		6Z
811	Whittier Blvd	W		6Z
881	Whittier Blvd	W		6Z
911	Whittier Blvd	W		6Z
1021	Whittier Blvd	W		6Z
1051	Whittier Blvd	W		6Z

1101	Whittier Blvd	W		6Z
1151	Whittier Blvd	W		6Z
1151	Whittier Blvd	W		6Z
1151	Whittier Blvd	W		6Z
345	Whittier Blvd.	W		6Z
219	Willow Street	N		6Z
229	Willow Street	N		6Z
500	Willow Street	N		6Z
501	Willow Street	N		6Z
510	Willow Street	N		6Z
511	Willow Street	N		6Z
520	Willow Street	N		6Z
521	Willow Street	N		6Z
530	Willow Street	N		6Z
531	Willow Street	N		6Z
540	Willow Street	N		6Z
541	Willow Street	N		6Z
209	Willow Street	W		6Z
201	Willow Street #A	N		6Z

APPENDIX G

Traffic Modeling

Appendices

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TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315
SANTA ANA CA 92701

STREET : VALLEY HOME BTN
: WHITTIER/LA HABRA
CITY : LA HABRA

Site: 011101.001
Date: 01/18/11

Interval	NB				SB				Combined				Day: Tuesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	4	16	31	130	0	9	28	102	4	25	59	232	
12:15	6		36		7		34		13		70		
12:30	3		32		2		26		5		58		
12:45	3		31		0		14		3		45		
01:00	0	3	28	110	1	5	31	111	1	8	59	221	
01:15	2		18		0		26		2		44		
01:30	1		31		1		29		2		60		
01:45	0		33		3		25		3		58		
02:00	2	6	35	143	1	3	20	106	3	9	55	249	
02:15	1		34		0		30		1		64		
02:30	1		31		0		30		1		61		
02:45	2		43		2		26		4		69		
03:00	3	8	44	186	1	8	46	162	4	16	90	348	
03:15	2		59		2		46		4		105		
03:30	2		37		3		39		5		76		
03:45	1		46		2		31		3		77		
04:00	0	7	47	182	3	18	23	105	3	25	70	287	
04:15	0		42		4		26		4		68		
04:30	4		45		4		20		8		65		
04:45	3		48		7		36		10		84		
05:00	2	20	41	184	7	33	36	118	9	53	77	302	
05:15	5		48		5		30		10		78		
05:30	5		43		10		22		15		65		
05:45	8		52		11		30		19		82		
06:00	8	57	46	131	10	69	36	108	18	126	82	239	
06:15	9		28		14		25		23		53		
06:30	18		22		18		24		36		46		
06:45	22		35		27		23		49		58		
07:00	19	105	35	100	24	119	30	86	43	224	65	186	
07:15	18		20		23		22		41		42		
07:30	28		23		36		17		64		40		
07:45	40		22		36		17		76		39		
08:00	35	165	16	66	44	168	13	58	79	333	29	124	
08:15	56		22		66		17		122		39		
08:30	42		16		38		16		80		32		
08:45	32		12		20		12		52		24		
09:00	17	62	16	46	21	66	10	39	38	128	26	85	
09:15	14		14		17		14		31		28		
09:30	15		9		14		8		29		17		
09:45	16		7		14		7		30		14		
10:00	21	83	9	28	22	67	5	19	43	150	14	47	
10:15	18		6		15		3		33		9		
10:30	25		8		10		8		35		16		
10:45	19		5		20		3		39		8		
11:00	22	98	2	18	22	103	2	17	44	201	4	35	
11:15	28		7		25		4		53		11		
11:30	28		6		28		7		56		13		
11:45	20		3		28		4		48		7		
Totals	630		1,324		668		1,031		1,298		2,355		
Split%	48.5		56.2		51.5		43.8						
Day Totals		1,954				1,699				3,653			
Day Splits		53.5				46.5							
Peak Hour	07:45		03:15		07:45		03:00		07:45		03:00		
Volume	173		189		184		162		357		348		
Factor	0.77		0.80		0.70		0.88		0.73		0.83		

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315

SANTA ANA CA 92701

STREET : EUCLID ST S/O

: IMPERIAL

CITY : LA HABRA

Site: 011101.10N

Date: 01/18/11

Day: Tuesday

Interval Begin	AM - NB		PM - NB	
12:00	9	40	113	440
12:15	12		109	
12:30	14		98	
12:45	5		120	
1:00	8	30	124	428
1:15	6		94	
1:30	5		106	
1:45	11		104	
2:00	10	23	116	570
2:15	4		131	
2:30	3		140	
2:45	6		183	
3:00	4	21	166	690
3:15	8		170	
3:30	6		182	
3:45	3		172	
4:00	5	41	189	835
4:15	10		202	
4:30	12		198	
4:45	14		246	
5:00	15	100	234	938
5:15	11		260	
5:30	32		230	
5:45	42		214	
6:00	38	226	184	658
6:15	47		179	
6:30	47		155	
6:45	94		140	
7:00	83	433	114	359
7:15	112		91	
7:30	138		82	
7:45	100		72	
8:00	135	505	68	259
8:15	112		65	
8:30	130		66	
8:45	128		60	
9:00	116	465	64	224
9:15	115		73	
9:30	118		39	
9:45	116		48	
10:00	97	367	50	162
10:15	77		43	
10:30	106		39	
10:45	87		30	
11:00	108	412	41	108
11:15	120		32	
11:30	74		19	
11:45	110		16	
Totals	2,663		5,671	
Peak Hour	8:00		4:45	
Volume	505		970	
Factor	0.94		0.93	
DayTotal	8,334			

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315

SANTA ANA CA 92701

STREET : EUCLID ST S/O

: IMPERIAL

CITY :

Site: 011101.10S

Date: 01/18/11

Interval Day: Tuesday

Begin	AM - SB		PM - SB	
12:00	10	36	87	403
12:15	9		100	
12:30	7		104	
12:45	10		112	
1:00	6	19	96	449
1:15	4		118	
1:30	7		106	
1:45	2		129	
2:00	0	15	116	532
2:15	5		124	
2:30	6		120	
2:45	4		172	
3:00	6	21	133	511
3:15	7		129	
3:30	4		127	
3:45	4		122	
4:00	6	62	130	567
4:15	15		136	
4:30	25		152	
4:45	16		149	
5:00	28	172	150	588
5:15	36		156	
5:30	50		138	
5:45	58		144	
6:00	64	518	128	447
6:15	116		100	
6:30	162		108	
6:45	176		111	
7:00	203	859	90	330
7:15	188		82	
7:30	260		74	
7:45	208		84	
8:00	206	690	83	259
8:15	199		57	
8:30	150		62	
8:45	135		57	
9:00	115	478	50	172
9:15	129		48	
9:30	120		46	
9:45	114		28	
10:00	99	372	38	122
10:15	97		32	
10:30	78		21	
10:45	98		31	
11:00	96	385	25	72
11:15	108		16	
11:30	73		18	
11:45	108		13	
Totals	3,627		4,452	
Peak Hour	7:30		4:30	
Volume	873		607	
Factor	0.84		0.97	
DayTotal	8,079			

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315
SANTA ANA CA 92701

STREET : CYPRESS BTN
: LA HABRA/LAMBERT
CITY : LA HABRA

Site: 011101.011
Date: 01/12/11

Interval	NB				SB				Combined				Day: Wednesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	1	16	52	188	3	9	30	126	4	25	82	314	
12:15	7		54		2		38		9		92		
12:30	4		48		1		26		5		74		
12:45	4		34		3		32		7		66		
01:00	2	8	32	148	0	3	34	127	2	11	66	275	
01:15	3		34		0		28		3		62		
01:30	1		36		2		31		3		67		
01:45	2		46		1		34		3		80		
02:00	2	10	46	204	1	2	28	138	3	12	74	342	
02:15	4		52		1		40		5		92		
02:30	3		54		0		38		3		92		
02:45	1		52		0		32		1		84		
03:00	3	7	52	232	0	7	34	138	3	14	86	370	
03:15	2		54		2		35		4		89		
03:30	1		72		1		29		2		101		
03:45	1		54		4		40		5		94		
04:00	4	9	68	247	2	21	30	121	6	30	98	368	
04:15	3		67		2		32		5		99		
04:30	1		60		13		28		14		88		
04:45	1		52		4		31		5		83		
05:00	6	23	80	263	6	48	36	123	12	71	116	386	
05:15	6		64		4		34		10		98		
05:30	1		61		14		29		15		90		
05:45	10		58		24		24		34		82		
06:00	13	55	46	163	15	99	32	105	28	154	78	268	
06:15	4		47		22		24		26		71		
06:30	18		37		32		20		50		57		
06:45	20		33		30		29		50		62		
07:00	12	74	30	97	29	187	18	67	41	261	48	164	
07:15	20		17		48		18		68		35		
07:30	24		23		54		15		78		38		
07:45	18		27		56		16		74		43		
08:00	20	109	27	77	36	158	21	71	56	267	48	148	
08:15	26		16		48		21		74		37		
08:30	34		18		40		12		74		30		
08:45	29		16		34		17		63		33		
09:00	21	89	11	70	15	81	9	37	36	170	20	107	
09:15	22		21		20		11		42		32		
09:30	28		24		20		14		48		38		
09:45	18		14		26		3		44		17		
10:00	20	83	7	32	24	100	3	22	44	183	10	54	
10:15	27		7		34		9		61		16		
10:30	14		8		18		4		32		12		
10:45	22		10		24		6		46		16		
11:00	26	112	6	25	32	107	5	16	58	219	11	41	
11:15	30		3		33		2		63		5		
11:30	26		7		22		4		48		11		
11:45	30		9		20		5		50		14		
Totals	595		1,746		822		1,091		1,417		2,837		
Split%	42.0		61.5		58.0		38.5						
Day Totals		2,341				1,913				4,254			
Day Splits		55.0				45.0							
Peak Hour	11:00		05:00		07:15		02:15		07:30		03:30		
Volume	112		263		194		144		282		392		
Factor	0.93		0.82		0.87		0.90		0.90		0.97		

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315
SANTA ANA CA 92701

STREET : HARBOR N/O
: WHITTIER
CITY : LA HABRA

Site: 011101.012
Date: 01/20/11

Interval	NB				SB				Combined				Day: Thursday
Begin	AM		PM		AM		PM		AM		PM		
12:00	31	85	153	670	26	96	156	612	57	181	309	1,282	
12:15	18		187		26		132		44		319		
12:30	18		180		18		150		36		330		
12:45	18		150		26		174		44		324		
01:00	15	64	160	728	14	54	140	628	29	118	300	1,356	
01:15	19		184		12		152		31		336		
01:30	12		180		10		186		22		366		
01:45	18		204		18		150		36		354		
02:00	18	59	172	839	10	39	174	822	28	98	346	1,661	
02:15	11		194		9		210		20		404		
02:30	15		216		9		214		24		430		
02:45	15		257		11		224		26		481		
03:00	12	48	278	1,209	5	75	215	844	17	123	493	2,053	
03:15	13		280		18		197		31		477		
03:30	9		327		24		205		33		532		
03:45	14		324		28		227		42		551		
04:00	18	109	348	1,620	27	140	192	844	45	249	540	2,464	
04:15	21		387		21		203		42		590		
04:30	33		399		44		214		77		613		
04:45	37		486		48		235		85		721		
05:00	53	280	514	2,031	72	396	224	1,070	125	676	738	3,101	
05:15	76		528		59		252		135		780		
05:30	77		501		120		295		197		796		
05:45	74		488		145		299		219		787		
06:00	88	454	486	1,542	167	1,130	248	902	255	1,584	734	2,444	
06:15	90		410		236		245		326		655		
06:30	130		348		340		212		470		560		
06:45	146		298		387		197		533		495		
07:00	157	698	228	818	433	1,920	168	603	590	2,618	396	1,421	
07:15	149		222		508		170		657		392		
07:30	196		192		510		138		706		330		
07:45	196		176		469		127		665		303		
08:00	194	689	154	537	463	1,706	106	439	657	2,395	260	976	
08:15	166		133		482		128		648		261		
08:30	182		148		397		110		579		258		
08:45	147		102		364		95		511		197		
09:00	130	589	138	527	255	888	86	326	385	1,477	224	853	
09:15	155		140		228		100		383		240		
09:30	168		133		212		66		380		199		
09:45	136		116		193		74		329		190		
10:00	146	551	109	344	167	689	83	267	313	1,240	192	611	
10:15	128		100		168		68		296		168		
10:30	152		70		202		66		354		136		
10:45	125		65		152		50		277		115		
11:00	162	631	49	196	148	624	48	181	310	1,255	97	377	
11:15	145		61		167		64		312		125		
11:30	162		40		147		42		309		82		
11:45	162		46		162		27		324		73		
Totals	4,257		11,061		7,757		7,538		12,014		18,599		
Split%	35.4		59.5		64.6		40.5						
Day Totals		15,318				15,295				30,613			
Day Splits		50.0				50.0							
Peak Hour	07:30		05:00		07:15		05:15		07:15		05:00		
Volume	752		2,031		1,950		1,094		2,685		3,101		
Factor	0.96		0.96		0.96		0.91		0.95		0.97		

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315

SANTA ANA CA 92701

STREET : HARBOR BTN

: LA HABRA/LAMBERT

CITY : LA HABRA

Site: 011101.13N

Date: 01/20/11

Interval

Day: Thursday

Begin	AM - NB		PM - NB	
12:00	36	105	242	894
12:15	24		220	
12:30	26		225	
12:45	19		207	
1:00	15	73	207	886
1:15	20		238	
1:30	16		206	
1:45	22		235	
2:00	15	67	202	993
2:15	15		242	
2:30	19		251	
2:45	18		298	
3:00	8	38	278	1,083
3:15	8		280	
3:30	10		254	
3:45	12		271	
4:00	13	67	312	1,239
4:15	18		287	
4:30	18		314	
4:45	18		326	
5:00	34	168	354	1,337
5:15	50		342	
5:30	42		318	
5:45	42		323	
6:00	46	337	294	1,134
6:15	81		304	
6:30	92		288	
6:45	118		248	
7:00	146	620	223	779
7:15	158		212	
7:30	176		166	
7:45	140		178	
8:00	157	623	158	624
8:15	147		182	
8:30	155		138	
8:45	164		146	
9:00	170	666	128	517
9:15	168		158	
9:30	162		107	
9:45	166		124	
10:00	169	683	113	353
10:15	162		104	
10:30	182		84	
10:45	170		52	
11:00	156	784	60	206
11:15	194		56	
11:30	210		43	
11:45	224		47	
Totals	4,231		10,045	
Peak Hour	11:00		4:45	
Volume	784		1,340	
Factor	0.88		0.95	
DayTotal	14,276			

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315

SANTA ANA CA 92701

STREET : HARBOR BTN

: LA HABRA/LAMBERT

CITY : LA HABRA

Site: 011101.13S

Date: 01/20/11

Interval Day: Thursday

Begin	AM - SB		PM - SB	
12:00	24	78	194	838
12:15	21		205	
12:30	15		214	
12:45	18		225	
1:00	15	51	196	819
1:15	13		202	
1:30	9		215	
1:45	14		206	
2:00	9	42	219	895
2:15	8		202	
2:30	8		230	
2:45	17		244	
3:00	11	103	246	945
3:15	30		243	
3:30	28		230	
3:45	34		226	
4:00	21	173	224	925
4:15	29		220	
4:30	55		226	
4:45	68		255	
5:00	72	404	240	970
5:15	70		240	
5:30	128		260	
5:45	134		230	
6:00	140	898	234	885
6:15	176		252	
6:30	264		220	
6:45	318		179	
7:00	316	1,422	169	594
7:15	346		166	
7:30	398		125	
7:45	362		134	
8:00	342	1,305	116	458
8:15	350		126	
8:30	330		127	
8:45	283		89	
9:00	242	928	112	374
9:15	194		102	
9:30	260		90	
9:45	232		70	
10:00	212	819	76	247
10:15	192		70	
10:30	203		55	
10:45	212		46	
11:00	212	830	59	183
11:15	210		50	
11:30	210		43	
11:45	198		31	
Totals	7,053		8,133	
Peak Hour	7:30		4:45	
Volume	1,452		995	
Factor	0.91		0.96	
DayTotal	**15,186**			

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315

SANTA ANA CA 92701

STREET : HARBOR S/O

: IMPERIAL

CITY : LA HABRA

Site: 011101.14N

Date: 01/20/11

Interval

Day: Thursday

Begin	AM - NB		PM - NB	
12:00	34	130	286	999
12:15	32		265	
12:30	34		232	
12:45	30		216	
1:00	20	68	228	974
1:15	14		272	
1:30	24		250	
1:45	10		224	
2:00	16	56	258	1,123
2:15	13		252	
2:30	10		297	
2:45	17		316	
3:00	16	101	286	1,202
3:15	10		305	
3:30	32		308	
3:45	43		303	
4:00	16	143	326	1,283
4:15	28		328	
4:30	46		307	
4:45	53		322	
5:00	57	302	379	1,426
5:15	60		376	
5:30	84		347	
5:45	101		324	
6:00	92	562	316	1,145
6:15	121		292	
6:30	157		313	
6:45	192		224	
7:00	193	823	242	780
7:15	207		182	
7:30	212		174	
7:45	211		182	
8:00	228	866	160	633
8:15	208		169	
8:30	212		154	
8:45	218		150	
9:00	220	815	153	521
9:15	209		140	
9:30	170		120	
9:45	216		108	
10:00	209	847	108	366
10:15	224		102	
10:30	218		86	
10:45	196		70	
11:00	220	972	75	216
11:15	272		60	
11:30	244		45	
11:45	236		36	
Totals	5,685		10,668	
Peak Hour	11:00		5:00	
Volume	972		1,426	
Factor	0.89		0.94	
DayTotal	16,353			

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315

SANTA ANA CA 92701

STREET : HARBOR S/O

: IMPERIAL

CITY : LA HABRA

Site: 011101.14S

Date: 01/20/11

Day: Thursday

Interval Begin	AM - SB		PM - SB	
12:00	40	112	187	907
12:15	28		226	
12:30	26		244	
12:45	18		250	
1:00	12	55	201	941
1:15	14		240	
1:30	17		247	
1:45	12		253	
2:00	8	50	188	974
2:15	12		266	
2:30	21		238	
2:45	9		282	
3:00	14	71	250	1,090
3:15	14		264	
3:30	22		302	
3:45	21		274	
4:00	13	121	258	1,026
4:15	22		245	
4:30	42		272	
4:45	44		251	
5:00	51	354	322	1,135
5:15	88		255	
5:30	99		286	
5:45	116		272	
6:00	98	816	226	938
6:15	158		266	
6:30	288		248	
6:45	272		198	
7:00	353	1,481	177	573
7:15	368		136	
7:30	389		142	
7:45	371		118	
8:00	353	1,322	129	485
8:15	307		126	
8:30	381		134	
8:45	281		96	
9:00	224	919	122	401
9:15	188		92	
9:30	263		88	
9:45	244		99	
10:00	244	893	76	285
10:15	219		83	
10:30	202		68	
10:45	228		58	
11:00	208	834	60	189
11:15	226		41	
11:30	198		50	
11:45	202		38	
Totals	7,028		8,944	
Peak Hour	7:00		5:00	
Volume	1,481		1,135	
Factor	0.95		0.88	
DayTotal	15,972			

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315

SANTA ANA CA 92701

STREET : PALM ST BTN

: WHITTIER/LA HABRA

CITY : LA HABRA

Site: 011101.15N

Date: 01/19/11

Interval

Day: Wednesday

Begin	AM - NB		PM - NB	
12:00	4	21	34	152
12:15	5		36	
12:30	10		32	
12:45	2		50	
1:00	2	10	35	247
1:15	2		62	
1:30	2		74	
1:45	4		76	
2:00	6	12	39	204
2:15	2		47	
2:30	2		58	
2:45	2		60	
3:00	4	10	70	295
3:15	4		78	
3:30	0		72	
3:45	2		75	
4:00	1	8	79	386
4:15	1		75	
4:30	3		128	
4:45	3		104	
5:00	1	29	122	448
5:15	7		116	
5:30	7		112	
5:45	14		98	
6:00	22	94	66	224
6:15	12		50	
6:30	36		58	
6:45	24		50	
7:00	30	188	46	142
7:15	48		27	
7:30	51		41	
7:45	59		28	
8:00	92	198	22	104
8:15	52		29	
8:30	26		30	
8:45	28		23	
9:00	28	100	38	190
9:15	29		89	
9:30	23		35	
9:45	20		28	
10:00	23	109	33	73
10:15	19		18	
10:30	30		11	
10:45	37		11	
11:00	44	157	6	15
11:15	34		5	
11:30	40		2	
11:45	39		2	
Totals	936		2,480	
Peak Hour	7:30		4:30	
Volume	254		470	
Factor	0.69		0.92	
DayTotal	3,416			

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315

SANTA ANA CA 92701

STREET : PALM ST BTN

: WHITTIER/LA HABRA

CITY : LA HABRA

Site: 011101.15S

Date: 01/19/11

Day: Wednesday

Interval Begin	AM - SB		PM - SB	
12:00	2	9	37	138
12:15	3		30	
12:30	2		29	
12:45	2		42	
1:00	0	6	31	177
1:15	3		44	
1:30	2		38	
1:45	1		64	
2:00	2	6	50	193
2:15	2		41	
2:30	2		38	
2:45	0		64	
3:00	1	10	54	181
3:15	4		40	
3:30	2		31	
3:45	3		56	
4:00	0	21	51	204
4:15	8		49	
4:30	8		54	
4:45	5		50	
5:00	8	62	60	234
5:15	12		62	
5:30	12		62	
5:45	30		50	
6:00	22	191	55	169
6:15	54		40	
6:30	59		38	
6:45	56		36	
7:00	60	330	30	118
7:15	106		32	
7:30	70		34	
7:45	94		22	
8:00	90	274	22	70
8:15	96		12	
8:30	48		14	
8:45	40		22	
9:00	29	119	14	52
9:15	29		14	
9:30	33		19	
9:45	28		5	
10:00	30	123	6	42
10:15	32		9	
10:30	30		19	
10:45	31		8	
11:00	39	159	9	15
11:15	32		2	
11:30	44		3	
11:45	44		1	
Totals	1,310		1,593	
Peak Hour	7:15		4:45	
Volume	360		234	
Factor	0.85		0.94	
DayTotal	2,903			

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315

SANTA ANA CA 92701

STREET : WHITTIER BTN

: HACIENDA/IDAHO

CITY : LA HABRA

Site: 011101.16E

Date: 01/19/11

Day: Wednesday

Interval Begin	AM - EB		PM - EB	
12:00	36	114	234	1,041
12:15	33		252	
12:30	17		269	
12:45	28		286	
1:00	17	69	278	1,104
1:15	14		270	
1:30	27		290	
1:45	11		266	
2:00	15	52	234	1,160
2:15	11		288	
2:30	12		299	
2:45	14		339	
3:00	12	46	334	1,428
3:15	9		380	
3:30	14		364	
3:45	11		350	
4:00	16	97	334	1,562
4:15	18		404	
4:30	32		420	
4:45	31		404	
5:00	39	245	426	1,673
5:15	42		437	
5:30	68		418	
5:45	96		392	
6:00	80	534	395	1,422
6:15	126		373	
6:30	160		368	
6:45	168		286	
7:00	230	1,190	276	984
7:15	323		282	
7:30	389		220	
7:45	248		206	
8:00	250	1,079	182	680
8:15	289		163	
8:30	285		173	
8:45	255		162	
9:00	178	769	172	575
9:15	202		148	
9:30	180		156	
9:45	209		99	
10:00	179	825	98	346
10:15	208		94	
10:30	214		90	
10:45	224		64	
11:00	210	946	70	188
11:15	252		43	
11:30	228		46	
11:45	256		29	
Totals	5,966		12,163	
Peak Hour	7:15		4:30	
Volume	1,210		1,687	
Factor	0.78		0.97	
DayTotal	**18,129**			

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315
SANTA ANA CA 92701

STREET : WHITTIER BTN
: HACIENDA/IDAHO
CITY : LA HABRA

Site: 011101.16W
Date: 01/19/11

Interval Day: Wednesday

Begin	AM - WB		PM - WB	
12:00	18	70	246	1,000
12:15	16		234	
12:30	17		258	
12:45	19		262	
1:00	16	47	222	1,008
1:15	13		226	
1:30	10		276	
1:45	8		284	
2:00	14	35	262	1,138
2:15	8		268	
2:30	7		258	
2:45	6		350	
3:00	8	55	310	1,186
3:15	9		301	
3:30	8		278	
3:45	30		297	
4:00	24	127	298	1,263
4:15	32		320	
4:30	34		332	
4:45	37		313	
5:00	52	321	322	1,402
5:15	59		380	
5:30	94		338	
5:45	116		362	
6:00	160	938	320	1,122
6:15	172		292	
6:30	270		248	
6:45	336		262	
7:00	330	1,509	220	761
7:15	352		197	
7:30	442		180	
7:45	385		164	
8:00	330	1,401	161	571
8:15	371		135	
8:30	338		134	
8:45	362		141	
9:00	268	1,012	174	606
9:15	247		162	
9:30	244		157	
9:45	253		113	
10:00	240	889	88	270
10:15	212		72	
10:30	213		62	
10:45	224		48	
11:00	195	887	52	158
11:15	230		46	
11:30	218		34	
11:45	244		26	
Totals	7,291		10,485	
Peak Hour	7:30		5:00	
Volume	1,528		1,402	
Factor	0.86		0.92	
DayTotal	17,776			

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315

SANTA ANA CA 92701

STREET : WHITTIER BTN

: CYPRESS/HARBOR

CITY : LA HABRA

Site: 011101.17E

Date: 01/20/11

Interval Day: Thursday

Begin	AM - EB		PM - EB	
12:00	23	77	218	885
12:15	21		238	
12:30	16		212	
12:45	17		217	
1:00	9	36	228	909
1:15	13		239	
1:30	8		242	
1:45	6		200	
2:00	16	40	196	952
2:15	6		222	
2:30	11		262	
2:45	7		272	
3:00	10	43	249	1,199
3:15	11		298	
3:30	14		342	
3:45	8		310	
4:00	16	102	315	1,377
4:15	22		310	
4:30	28		331	
4:45	36		421	
5:00	56	259	390	1,496
5:15	53		354	
5:30	74		390	
5:45	76		362	
6:00	103	571	395	1,251
6:15	126		324	
6:30	156		302	
6:45	186		230	
7:00	213	966	217	761
7:15	253		202	
7:30	228		162	
7:45	272		180	
8:00	256	907	156	530
8:15	218		108	
8:30	219		154	
8:45	214		112	
9:00	181	789	137	511
9:15	190		124	
9:30	216		156	
9:45	202		94	
10:00	154	738	98	297
10:15	170		72	
10:30	184		64	
10:45	230		63	
11:00	226	840	60	184
11:15	204		47	
11:30	196		44	
11:45	214		33	
Totals	5,368		10,352	
Peak Hour	7:15		4:45	
Volume	1,009		1,555	
Factor	0.93		0.92	
DayTotal	15,720			

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315
SANTA ANA CA 92701

STREET : WHITTIER BTN
: CYPRESS/HARBOR
CITY : LA HABRA

Site: 011101.17W
Date: 01/20/11

Interval Day: Thursday

Begin	AM - WB		PM - WB	
12:00	21	69	198	806
12:15	19		208	
12:30	17		192	
12:45	12		208	
1:00	11	40	210	853
1:15	5		244	
1:30	18		194	
1:45	6		205	
2:00	8	37	212	903
2:15	14		219	
2:30	8		206	
2:45	7		266	
3:00	10	35	292	1,028
3:15	6		252	
3:30	7		240	
3:45	12		244	
4:00	17	83	261	1,052
4:15	14		268	
4:30	25		274	
4:45	27		249	
5:00	40	246	278	1,162
5:15	41		296	
5:30	83		286	
5:45	82		302	
6:00	112	759	254	914
6:15	165		216	
6:30	230		234	
6:45	252		210	
7:00	292	1,316	176	681
7:15	360		174	
7:30	339		168	
7:45	325		163	
8:00	314	1,200	136	496
8:15	320		118	
8:30	308		114	
8:45	258		128	
9:00	245	863	116	434
9:15	213		126	
9:30	208		96	
9:45	197		96	
10:00	172	759	81	266
10:15	180		75	
10:30	211		59	
10:45	196		51	
11:00	178	820	50	165
11:15	218		55	
11:30	214		43	
11:45	210		17	
Totals	6,227		8,760	
Peak Hour	7:15		5:00	
Volume	1,338		1,162	
Factor	0.93		0.96	
DayTotal	14,987			

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315
SANTA ANA CA 92701

STREET : LA HABRA BTN
: BEACH/IDAHO
CITY : LA HABRA

Site: 011101.018
Date: 01/18/11

Interval	EB				WB				Combined				Day: Tuesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	12	60	152	569	18	47	162	646	30	107	314	1,215	
12:15	13		121		15		168		28		289		
12:30	23		156		10		166		33		322		
12:45	12		140		4		150		16		290		
01:00	8	30	136	585	4	26	131	629	12	56	267	1,214	
01:15	5		142		10		152		15		294		
01:30	9		158		4		164		13		322		
01:45	8		149		8		182		16		331		
02:00	10	27	165	735	7	29	134	688	17	56	299	1,423	
02:15	9		165		9		137		18		302		
02:30	4		175		5		154		9		329		
02:45	4		230		8		263		12		493		
03:00	2	23	230	912	7	47	225	793	9	70	455	1,705	
03:15	4		240		12		190		16		430		
03:30	4		212		14		204		18		416		
03:45	13		230		14		174		27		404		
04:00	6	51	198	861	8	107	173	751	14	158	371	1,612	
04:15	11		225		29		184		40		409		
04:30	21		210		40		200		61		410		
04:45	13		228		30		194		43		422		
05:00	18	128	256	978	48	263	196	840	66	391	452	1,818	
05:15	38		234		55		244		93		478		
05:30	30		258		78		214		108		472		
05:45	42		230		82		186		124		416		
06:00	44	325	214	809	81	573	191	680	125	898	405	1,489	
06:15	81		211		128		172		209		383		
06:30	98		175		184		175		282		350		
06:45	102		209		180		142		282		351		
07:00	108	723	146	519	203	1,072	130	461	311	1,795	276	980	
07:15	184		136		248		119		432		255		
07:30	259		125		334		116		593		241		
07:45	172		112		287		96		459		208		
08:00	124	524	124	382	178	697	125	356	302	1,221	249	738	
08:15	116		89		182		79		298		168		
08:30	140		77		168		84		308		161		
08:45	144		92		169		68		313		160		
09:00	85	376	86	317	116	481	66	278	201	857	152	595	
09:15	95		90		124		86		219		176		
09:30	106		66		103		66		209		132		
09:45	90		75		138		60		228		135		
10:00	93	447	64	208	134	521	52	155	227	968	116	363	
10:15	116		56		122		38		238		94		
10:30	104		45		150		33		254		78		
10:45	134		43		115		32		249		75		
11:00	126	502	37	112	133	533	32	78	259	1,035	69	190	
11:15	124		26		136		12		260		38		
11:30	136		33		130		19		266		52		
11:45	116		16		134		15		250		31		
Totals	3,216		6,987		4,396		6,355		7,612		13,342		
Split%	42.2		52.4		57.8		47.6						
Day Totals		10,203				10,751				20,954			
Day Splits		48.7				51.3							
Peak Hour	07:15		05:00		07:00		02:45		07:00		04:45		
Volume	739		978		1,072		882		1,795		1,824		
Factor	0.71		0.95		0.80		0.84		0.76		0.95		

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315
SANTA ANA CA 92701

STREET : LA HABRA BTN
: CYPRESS/HARBOR
CITY : LA HABRA

Site: 011101.019
Date: 01/18/11

Interval	EB				WB				Combined				Dav: Tuesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	7	51	173	707	22	59	185	674	29	110	358	1,381	
12:15	8		184		10		167		18		351		
12:30	16		170		16		180		32		350		
12:45	20		180		11		142		31		322		
01:00	6	29	176	686	8	46	178	706	14	75	354	1,392	
01:15	7		176		16		166		23		342		
01:30	7		170		12		176		19		346		
01:45	9		164		10		186		19		350		
02:00	10	31	170	776	5	27	170	748	15	58	340	1,524	
02:15	9		182		6		176		15		358		
02:30	7		220		12		178		19		398		
02:45	5		204		4		224		9		428		
03:00	7	42	246	940	11	36	232	896	18	78	478	1,836	
03:15	9		255		6		198		15		453		
03:30	12		220		10		238		22		458		
03:45	14		219		9		228		23		447		
04:00	13	121	244	952	7	78	248	866	20	199	492	1,818	
04:15	26		206		15		212		41		418		
04:30	40		240		24		208		64		448		
04:45	42		262		32		198		74		460		
05:00	43	251	250	1,002	36	204	230	975	79	455	480	1,977	
05:15	56		251		42		277		98		528		
05:30	78		244		64		250		142		494		
05:45	74		257		62		218		136		475		
06:00	84	517	204	778	73	517	200	758	157	1,034	404	1,536	
06:15	131		198		121		198		252		396		
06:30	144		210		155		184		299		394		
06:45	158		166		168		176		326		342		
07:00	162	796	151	512	181	838	151	520	343	1,634	302	1,032	
07:15	214		131		230		136		444		267		
07:30	198		121		232		124		430		245		
07:45	222		109		195		109		417		218		
08:00	164	691	135	411	174	783	104	377	338	1,474	239	788	
08:15	156		106		182		85		338		191		
08:30	175		94		223		98		398		192		
08:45	196		76		204		90		400		166		
09:00	135	536	82	295	150	570	94	294	285	1,106	176	589	
09:15	132		79		138		74		270		153		
09:30	146		74		132		64		278		138		
09:45	123		60		150		62		273		122		
10:00	134	549	62	182	138	553	66	195	272	1,102	128	377	
10:15	139		38		136		52		275		90		
10:30	134		44		148		44		282		88		
10:45	142		38		131		33		273		71		
11:00	145	632	24	91	146	654	31	107	291	1,286	55	198	
11:15	144		22		170		29		314		51		
11:30	168		23		172		23		340		46		
11:45	175		22		166		24		341		46		
Totals	4,246		7,332		4,365		7,116		8,611		14,448		
Split%	49.3		50.7		50.7		49.3						
Day Totals		11,578				11,481				23,059			
Day Splits		50.2				49.8							
Peak Hour	07:15		04:45		07:00		05:00		07:00		05:00		
Volume	798		1,007		838		975		1,634		1,977		
Factor	0.90		0.96		0.90		0.88		0.92		0.94		

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315
SANTA ANA CA 92701

STREET : BEACH BLVD BTN
: LA HABRA/LAMBERT
CITY : LA HABRA

Site: 011101.002
Date: 01/18/11

Interval	NB				SB				Combined				Day: Tuesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	41	132	288	1,073	23	93	245	1,029	64	225	533	2,102	
12:15	39		271		28		274		67		545		
12:30	31		280		24		260		55		540		
12:45	21		234		18		250		39		484		
01:00	20	62	294	1,129	13	52	248	1,029	33	114	542	2,158	
01:15	14		271		16		262		30		533		
01:30	13		286		7		258		20		544		
01:45	15		278		16		261		31		539		
02:00	22	53	292	1,192	17	40	251	1,039	39	93	543	2,231	
02:15	18		300		8		240		26		540		
02:30	8		242		10		244		18		486		
02:45	5		358		5		304		10		662		
03:00	9	51	337	1,491	14	82	344	1,210	23	133	681	2,701	
03:15	12		434		24		292		36		726		
03:30	14		380		16		280		30		660		
03:45	16		340		28		294		44		634		
04:00	14	69	366	1,487	32	179	282	1,174	46	248	648	2,661	
04:15	20		371		43		306		63		677		
04:30	15		368		43		310		58		678		
04:45	20		382		61		276		81		658		
05:00	33	172	395	1,571	66	390	298	1,230	99	562	693	2,801	
05:15	44		382		92		326		136		708		
05:30	44		400		115		294		159		694		
05:45	51		394		117		312		168		706		
06:00	64	418	411	1,483	144	805	300	1,111	208	1,223	711	2,594	
06:15	88		389		190		308		278		697		
06:30	136		364		235		275		371		639		
06:45	130		319		236		228		366		547		
07:00	172	918	262	998	284	1,398	238	801	456	2,316	500	1,799	
07:15	223		277		324		193		547		470		
07:30	257		232		394		192		651		424		
07:45	266		227		396		178		662		405		
08:00	258	1,045	202	705	364	1,303	167	602	622	2,348	369	1,307	
08:15	294		160		314		174		608		334		
08:30	269		165		327		143		596		308		
08:45	224		178		298		118		522		296		
09:00	190	762	164	567	206	869	106	424	396	1,631	270	991	
09:15	158		153		249		116		407		269		
09:30	204		124		198		98		402		222		
09:45	210		126		216		104		426		230		
10:00	209	960	136	414	175	858	74	245	384	1,818	210	659	
10:15	253		108		237		73		490		181		
10:30	218		92		246		59		464		151		
10:45	280		78		200		39		480		117		
11:00	224	1,030	58	212	274	1,021	42	137	498	2,051	100	349	
11:15	276		54		226		32		502		86		
11:30	262		64		270		31		532		95		
11:45	268		36		251		32		519		68		
Totals	5,672		12,322		7,090		10,031		12,762		22,353		
Split%	44.4		55.1		55.6		44.9						
Day Totals		17,994				17,121				35,115			
Day Splits		51.2				48.8							
Peak Hour	07:45		05:30		07:15		05:15		07:30		05:15		
Volume	1,087		1,594		1,478		1,232		2,543		2,819		
Factor	0.92		0.97		0.93		0.94		0.96		0.99		

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315
SANTA ANA CA 92701

STREET : LAMBERT BTN
: LA HABRA/IDAHO
CITY : LA HABRA

Site: 011101.020
Date: 01/25/11

Interval	EB				WB				Combined				Day: Tuesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	26	75	196	846	31	96	228	884	57	171	424	1,730	
12:15	19		182		28		235		47		417		
12:30	16		214		21		212		37		426		
12:45	14		254		16		209		30		463		
01:00	10	44	212	872	10	47	234	986	20	91	446	1,858	
01:15	14		210		11		242		25		452		
01:30	12		218		16		260		28		478		
01:45	8		232		10		250		18		482		
02:00	8	49	242	1,058	28	72	248	1,171	36	121	490	2,229	
02:15	12		238		17		254		29		492		
02:30	18		272		15		297		33		569		
02:45	11		306		12		372		23		678		
03:00	14	96	308	1,298	19	66	346	1,353	33	162	654	2,651	
03:15	20		331		6		327		26		658		
03:30	28		340		21		320		49		660		
03:45	34		319		20		360		54		679		
04:00	22	184	319	1,423	27	152	335	1,365	49	336	654	2,788	
04:15	42		357		28		324		70		681		
04:30	62		374		47		338		109		712		
04:45	58		373		50		368		108		741		
05:00	46	355	346	1,477	49	317	370	1,510	95	672	716	2,987	
05:15	59		398		80		405		139		803		
05:30	96		383		90		369		186		752		
05:45	154		350		98		366		252		716		
06:00	116	715	321	1,203	152	905	370	1,172	268	1,620	691	2,375	
06:15	163		334		167		308		330		642		
06:30	205		298		278		270		483		568		
06:45	231		250		308		224		539		474		
07:00	302	1,425	182	690	334	1,561	190	742	636	2,986	372	1,432	
07:15	375		174		373		210		748		384		
07:30	366		176		428		198		794		374		
07:45	382		158		426		144		808		302		
08:00	332	1,150	142	493	366	1,250	147	570	698	2,400	289	1,063	
08:15	300		130		308		166		608		296		
08:30	284		114		264		132		548		246		
08:45	234		107		312		125		546		232		
09:00	214	759	103	382	211	761	136	446	425	1,520	239	828	
09:15	212		103		184		114		396		217		
09:30	176		88		190		120		366		208		
09:45	157		88		176		76		333		164		
10:00	135	681	58	209	149	658	96	268	284	1,339	154	477	
10:15	191		62		182		76		373		138		
10:30	184		53		164		58		348		111		
10:45	171		36		163		38		334		74		
11:00	140	650	52	151	156	706	44	157	296	1,356	96	308	
11:15	178		37		168		46		346		83		
11:30	141		34		194		35		335		69		
11:45	191		28		188		32		379		60		
Totals	6,183		10,102		6,591		10,624		12,774		20,726		
Split%	48.4		48.7		51.6		51.3						
Day Totals		16,285				17,215				33,500			
Day Splits		48.6				51.4							
Peak Hour	07:15		04:45		07:15		04:45		07:15		04:45		
Volume	1,455		1,500		1,593		1,512		3,048		3,012		
Factor	0.95		0.94		0.93		0.93		0.94		0.94		

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315

SANTA ANA CA 92701

STREET : LAMBERT BTN

: CYPRESS/HARBOR

CITY : LA HABRA

Site: 011101.21E

Date: 01/18/11

Interval Day: Tuesday

Begin	AM - EB		PM - EB	
12:00	12	58	224	852
12:15	15		188	
12:30	20		203	
12:45	11		237	
1:00	9	40	226	1,006
1:15	9		282	
1:30	13		242	
1:45	9		256	
2:00	11	50	220	1,054
2:15	11		250	
2:30	10		274	
2:45	18		310	
3:00	18	121	323	1,263
3:15	25		292	
3:30	30		328	
3:45	48		320	
4:00	21	221	302	1,235
4:15	50		291	
4:30	68		304	
4:45	82		338	
5:00	73	467	328	1,294
5:15	86		352	
5:30	156		327	
5:45	152		287	
6:00	156	918	264	1,016
6:15	198		284	
6:30	272		249	
6:45	292		219	
7:00	310	1,402	176	629
7:15	398		189	
7:30	338		124	
7:45	356		140	
8:00	270	1,050	132	410
8:15	288		106	
8:30	254		86	
8:45	238		86	
9:00	196	734	91	331
9:15	182		87	
9:30	166		90	
9:45	190		63	
10:00	168	712	48	194
10:15	156		60	
10:30	196		44	
10:45	192		42	
11:00	211	884	38	120
11:15	228		33	
11:30	213		22	
11:45	232		27	
Totals	6,657		9,404	
Peak Hour	7:00		4:45	
Volume	1,402		1,345	
Factor	0.88		0.96	
DayTotal	16,061			

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315
SANTA ANA CA 92701

STREET : LAMBERT BTN
: CYPRESS/HARBOR
CITY : LA HABRA

Site: 011101.21W
Date: 01/18/11

Interval Day: Tuesday

Begin	AM - WB		PM - WB	
12:00	52	116	234	858
12:15	24		182	
12:30	22		238	
12:45	18		204	
1:00	18	79	236	940
1:15	18		246	
1:30	23		242	
1:45	20		216	
2:00	26	69	230	1,074
2:15	12		198	
2:30	20		318	
2:45	11		328	
3:00	20	65	349	1,303
3:15	12		272	
3:30	15		312	
3:45	18		370	
4:00	16	132	344	1,487
4:15	24		346	
4:30	44		389	
4:45	48		408	
5:00	64	315	408	1,574
5:15	68		444	
5:30	85		400	
5:45	98		322	
6:00	131	810	328	1,020
6:15	168		230	
6:30	247		232	
6:45	264		230	
7:00	282	1,361	196	684
7:15	384		195	
7:30	386		162	
7:45	309		131	
8:00	318	1,091	142	540
8:15	267		128	
8:30	258		140	
8:45	248		130	
9:00	214	748	129	496
9:15	180		116	
9:30	178		138	
9:45	176		113	
10:00	174	672	111	313
10:15	163		82	
10:30	167		58	
10:45	168		62	
11:00	156	679	45	178
11:15	168		52	
11:30	186		35	
11:45	169		46	
Totals	6,137		10,467	
Peak Hour	7:15		4:45	
Volume	1,397		1,660	
Factor	0.9		0.93	
DayTotal	16,604			

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315
SANTA ANA CA 92701

STREET : IMPERIAL BTN
: BEACH/IDAHO
CITY : LA HABRA

Site: 011101.022
Date: 01/20/11

Interval	EB				WB				Combined				Day: Thursday
Begin	AM		PM		AM		PM		AM		PM		
12:00	51	137	300	1,342	41	131	338	1,375	92	268	638	2,717	
12:15	28		350		32		351		60		701		
12:30	32		362		36		342		68		704		
12:45	26		330		22		344		48		674		
01:00	16	87	364	1,406	18	71	330	1,263	34	158	694	2,669	
01:15	28		324		18		308		46		632		
01:30	18		368		19		317		37		685		
01:45	25		350		16		308		41		658		
02:00	15	72	360	1,414	15	74	320	1,299	30	146	680	2,713	
02:15	9		334		16		332		25		666		
02:30	20		356		24		303		44		659		
02:45	28		364		19		344		47		708		
03:00	18	97	398	1,590	18	98	344	1,432	36	195	742	3,022	
03:15	22		388		20		360		42		748		
03:30	28		384		32		376		60		760		
03:45	29		420		28		352		57		772		
04:00	28	178	384	1,603	25	212	386	1,527	53	390	770	3,130	
04:15	26		376		52		374		78		750		
04:30	64		416		65		368		129		784		
04:45	60		427		70		399		130		826		
05:00	50	384	444	1,824	86	440	388	1,608	136	824	832	3,432	
05:15	74		448		96		406		170		854		
05:30	124		470		117		432		241		902		
05:45	136		462		141		382		277		844		
06:00	122	704	450	1,578	183	984	392	1,339	305	1,688	842	2,917	
06:15	162		385		218		336		380		721		
06:30	188		376		295		314		483		690		
06:45	232		367		288		297		520		664		
07:00	203	1,019	356	1,293	378	1,582	312	1,073	581	2,601	668	2,366	
07:15	258		336		378		263		636		599		
07:30	250		311		450		258		700		569		
07:45	308		290		376		240		684		530		
08:00	237	1,033	296	1,000	342	1,382	238	859	579	2,415	534	1,859	
08:15	288		271		366		222		654		493		
08:30	248		223		330		205		578		428		
08:45	260		210		344		194		604		404		
09:00	216	919	222	702	306	1,151	216	742	522	2,070	438	1,444	
09:15	245		178		304		184		549		362		
09:30	214		162		278		195		492		357		
09:45	244		140		263		147		507		287		
10:00	250	976	162	509	246	1,056	138	418	496	2,032	300	927	
10:15	212		125		252		97		464		222		
10:30	287		120		286		107		573		227		
10:45	227		102		272		76		499		178		
11:00	290	1,175	83	289	330	1,247	58	229	620	2,422	141	518	
11:15	266		86		304		50		570		136		
11:30	318		62		276		69		594		131		
11:45	301		58		337		52		638		110		
Totals	6,781		14,550		8,428		13,164		15,209		27,714		
Split%	44.6		52.5		55.4		47.5						
Day Totals		21,331				21,592				42,923			
Day Splits		49.7				50.3							
Peak Hour	11:00		05:15		07:00		04:45		07:30		05:15		
Volume	1,175		1,830		1,582		1,625		2,617		3,442		
Factor	0.92		0.97		0.88		0.94		0.93		0.95		

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315
SANTA ANA CA 92701

STREET : IMPERIAL BTN
: CYPRESS/HARBOR
CITY : LA HABRA

Site: 011101.023
Date: 01/20/11

Interval	EB				WB				Combined				Day: Thursday
Begin	AM		PM		AM		PM		AM		PM		
12:00	46	134	264	1,099	40	145	302	1,180	86	279	566	2,279	
12:15	27		275		43		300		70		575		
12:30	32		286		38		280		70		566		
12:45	29		274		24		298		53		572		
01:00	16	81	312	1,159	28	91	274	1,146	44	172	586	2,305	
01:15	24		264		19		296		43		560		
01:30	13		300		26		294		39		594		
01:45	28		283		18		282		46		565		
02:00	20	77	282	1,169	23	80	282	1,174	43	157	564	2,343	
02:15	8		269		22		287		30		556		
02:30	18		295		22		278		40		573		
02:45	31		323		13		327		44		650		
03:00	24	121	283	1,261	24	93	298	1,238	48	214	581	2,499	
03:15	28		298		20		320		48		618		
03:30	41		350		24		320		65		670		
03:45	28		330		25		300		53		630		
04:00	24	214	294	1,273	20	180	322	1,304	44	394	616	2,577	
04:15	46		312		44		311		90		623		
04:30	80		341		46		332		126		673		
04:45	64		326		70		339		134		665		
05:00	72	429	379	1,434	80	394	388	1,450	152	823	767	2,884	
05:15	78		337		63		365		141		702		
05:30	131		372		122		348		253		720		
05:45	148		346		129		349		277		695		
06:00	124	821	370	1,246	148	856	356	1,154	272	1,677	726	2,400	
06:15	191		310		176		292		367		602		
06:30	258		306		252		270		510		576		
06:45	248		260		280		236		528		496		
07:00	312	1,261	256	929	318	1,328	242	867	630	2,589	498	1,796	
07:15	302		255		333		208		635		463		
07:30	315		202		385		207		700		409		
07:45	332		216		292		210		624		426		
08:00	294	1,138	178	638	305	1,207	220	760	599	2,345	398	1,398	
08:15	266		182		312		174		578		356		
08:30	298		140		280		181		578		321		
08:45	280		138		310		185		590		323		
09:00	240	950	156	522	248	968	194	683	488	1,918	350	1,205	
09:15	218		135		250		168		468		303		
09:30	258		109		222		178		480		287		
09:45	234		122		248		143		482		265		
10:00	225	909	101	329	201	946	138	412	426	1,855	239	741	
10:15	208		82		233		106		441		188		
10:30	256		82		248		104		504		186		
10:45	220		64		264		64		484		128		
11:00	265	1,044	62	226	252	1,052	72	255	517	2,096	134	481	
11:15	236		54		274		64		510		118		
11:30	265		60		268		66		533		126		
11:45	278		50		258		53		536		103		
Totals	7,179		11,285		7,340		11,623		14,519		22,908		
Split%	49.4		49.3		50.6		50.7						
Day Totals		18,464				18,963				37,427			
Day Splits		49.3				50.7							
Peak Hour	07:00		05:00		07:00		05:00		07:00		05:00		
Volume	1,261		1,434		1,328		1,450		2,589		2,884		
Factor	0.95		0.95		0.86		0.93		0.92		0.94		

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315
SANTA ANA CA 92701

STREET : BEACH S/O
: IMPERIAL
CITY : LA HABRA

Site: 011101.003
Date: 01/18/11

Interval	NB				SB				Combined				Day: Tuesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	43	186	296	1,258	44	159	264	1,130	87	345	560	2,388	
12:15	65		309		35		284		100		593		
12:30	46		331		42		274		88		605		
12:45	32		322		38		308		70		630		
01:00	27	91	342	1,252	38	92	292	1,270	65	183	634	2,522	
01:15	22		281		22		306		44		587		
01:30	20		315		19		342		39		657		
01:45	22		314		13		330		35		644		
02:00	20	89	354	1,481	24	79	301	1,247	44	168	655	2,728	
02:15	23		348		22		284		45		632		
02:30	22		371		15		322		37		693		
02:45	24		408		18		340		42		748		
03:00	16	87	428	1,736	22	121	340	1,412	38	208	768	3,148	
03:15	26		446		23		370		49		816		
03:30	25		436		28		336		53		772		
03:45	20		426		48		366		68		792		
04:00	25	149	456	1,847	39	245	328	1,484	64	394	784	3,331	
04:15	32		488		60		364		92		852		
04:30	52		463		68		399		120		862		
04:45	40		440		78		393		118		833		
05:00	58	330	532	2,089	104	563	390	1,615	162	893	922	3,704	
05:15	74		525		143		409		217		934		
05:30	92		554		174		422		266		976		
05:45	106		478		142		394		248		872		
06:00	122	684	486	1,776	227	1,213	372	1,435	349	1,897	858	3,211	
06:15	148		442		280		356		428		798		
06:30	172		461		355		356		527		817		
06:45	242		387		351		351		593		738		
07:00	254	1,183	365	1,265	392	1,705	343	1,143	646	2,888	708	2,408	
07:15	272		296		391		294		663		590		
07:30	325		312		438		258		763		570		
07:45	332		292		484		248		816		540		
08:00	308	1,292	255	905	364	1,555	278	938	672	2,847	533	1,843	
08:15	346		237		397		262		743		499		
08:30	331		196		394		214		725		410		
08:45	307		217		400		184		707		401		
09:00	256	1,014	186	768	334	1,140	196	712	590	2,154	382	1,480	
09:15	244		182		278		202		522		384		
09:30	226		196		261		164		487		360		
09:45	288		204		267		150		555		354		
10:00	280	1,181	130	497	231	993	126	430	511	2,174	256	927	
10:15	294		156		263		106		557		262		
10:30	291		113		266		96		557		209		
10:45	316		98		233		102		549		200		
11:00	276	1,200	75	276	302	1,179	64	210	578	2,379	139	486	
11:15	306		72		286		58		592		130		
11:30	288		72		303		46		591		118		
11:45	330		57		288		42		618		99		
Totals	7,486		15,150		9,044		13,026		16,530		28,176		
Split%	45.3		53.8		54.7		46.2						
Day Totals		22,636				22,070				44,706			
Day Splits		50.6				49.4							
Peak Hour	07:45		05:00		07:00		05:00		07:30		05:00		
Volume	1,317		2,089		1,705		1,615		2,994		3,704		
Factor	0.95		0.94		0.88		0.96		0.92		0.95		

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315

SANTA ANA CA 92701

STREET : HACIENDA RD N/O

: WHITTIER

CITY : LA HABRA

Site: 011101.04N

Date: 01/19/11

Interval Day: Wednesday

Begin	AM - NB		PM - NB	
12:00	22	58	128	500
12:15	14		116	
12:30	12		126	
12:45	10		130	
1:00	11	27	123	504
1:15	5		102	
1:30	6		129	
1:45	5		150	
2:00	4	19	142	546
2:15	6		146	
2:30	5		114	
2:45	4		144	
3:00	2	25	180	792
3:15	8		206	
3:30	8		192	
3:45	7		214	
4:00	9	46	214	882
4:15	11		222	
4:30	9		220	
4:45	17		226	
5:00	22	170	246	1,079
5:15	40		283	
5:30	52		276	
5:45	56		274	
6:00	67	347	236	765
6:15	78		200	
6:30	76		175	
6:45	126		154	
7:00	112	543	148	522
7:15	144		124	
7:30	132		108	
7:45	155		142	
8:00	132	574	98	396
8:15	166		96	
8:30	143		94	
8:45	133		108	
9:00	131	440	119	368
9:15	92		91	
9:30	112		82	
9:45	105		76	
10:00	120	432	68	196
10:15	98		48	
10:30	100		48	
10:45	114		32	
11:00	130	482	28	108
11:15	102		30	
11:30	120		28	
11:45	130		22	
Totals	3,163		6,658	
Peak Hour	7:45		5:00	
Volume	596		1,079	
Factor	0.9		0.95	
DayTotal	9,821			

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315

SANTA ANA CA 92701

STREET : HACIENDA RD N/O

: WHITTIER

CITY : LA HABRA

Site: 011101.04S

Date: 01/19/11

Interval Day: Wednesday

Begin	AM - SB		PM - SB	
12:00	20	43	100	449
12:15	10		119	
12:30	10		114	
12:45	3		116	
1:00	16	44	128	516
1:15	12		138	
1:30	8		132	
1:45	8		118	
2:00	6	17	127	625
2:15	3		148	
2:30	4		178	
2:45	4		172	
3:00	8	33	156	639
3:15	9		158	
3:30	8		153	
3:45	8		172	
4:00	9	58	156	701
4:15	11		170	
4:30	21		199	
4:45	17		176	
5:00	25	190	160	702
5:15	45		210	
5:30	54		181	
5:45	66		151	
6:00	71	485	188	614
6:15	108		174	
6:30	128		142	
6:45	178		110	
7:00	180	867	120	412
7:15	203		96	
7:30	214		98	
7:45	270		98	
8:00	250	824	65	291
8:15	232		81	
8:30	180		64	
8:45	162		81	
9:00	130	524	62	260
9:15	126		72	
9:30	132		71	
9:45	136		55	
10:00	115	453	51	172
10:15	120		38	
10:30	108		40	
10:45	110		43	
11:00	105	476	27	94
11:15	112		20	
11:30	126		27	
11:45	133		20	
Totals	4,014		5,475	
Peak Hour	7:30		4:30	
Volume	966		745	
Factor	0.89		0.89	
DayTotal	9,489			

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315

SANTA ANA CA 92701

STREET : IDAHO BTN

: LA HABRA/LAMBERT

CITY : LA HABRA

Site: 011101.05N

Date: 01/12/11

Day: Wednesday

Interval Begin	AM - NB		PM - NB	
12:00	10	34	51	330
12:15	10		89	
12:30	9		96	
12:45	5		94	
1:00	7	29	90	379
1:15	6		102	
1:30	10		91	
1:45	6		96	
2:00	4	13	95	475
2:15	2		115	
2:30	5		125	
2:45	2		140	
3:00	1	13	145	583
3:15	8		168	
3:30	2		136	
3:45	2		134	
4:00	4	30	120	605
4:15	4		165	
4:30	12		152	
4:45	10		168	
5:00	15	74	172	669
5:15	20		182	
5:30	16		160	
5:45	23		155	
6:00	24	157	171	583
6:15	40		152	
6:30	45		136	
6:45	48		124	
7:00	49	397	100	358
7:15	100		100	
7:30	152		73	
7:45	96		85	
8:00	85	343	80	267
8:15	67		60	
8:30	96		66	
8:45	95		61	
9:00	74	289	54	187
9:15	68		49	
9:30	71		44	
9:45	76		40	
10:00	78	308	50	133
10:15	76		34	
10:30	74		24	
10:45	80		25	
11:00	90	329	18	62
11:15	68		24	
11:30	82		13	
11:45	89		7	
Totals	2,016		4,631	
Peak Hour	7:15		4:45	
Volume	433		682	
Factor	0.71		0.94	
DayTotal	6,647			

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315

SANTA ANA CA 92701

STREET : IDAHO BTN

: LA HABRA/LAMBERT

CITY : LA HABRA

Site: 011101.05S

Date: 01/12/11

Interval Day: Wednesday

Begin	AM - SB		PM - SB	
12:00	11	30	42	395
12:15	10		126	
12:30	5		131	
12:45	4		96	
1:00	4	21	99	439
1:15	5		90	
1:30	5		126	
1:45	7		124	
2:00	4	17	104	492
2:15	5		106	
2:30	7		112	
2:45	1		170	
3:00	4	16	159	585
3:15	2		138	
3:30	4		136	
3:45	6		152	
4:00	5	64	134	560
4:15	19		144	
4:30	22		154	
4:45	18		128	
5:00	22	126	165	648
5:15	22		167	
5:30	40		152	
5:45	42		164	
6:00	41	266	164	586
6:15	50		138	
6:30	85		156	
6:45	90		128	
7:00	93	527	122	350
7:15	111		82	
7:30	155		78	
7:45	168		68	
8:00	113	478	92	321
8:15	126		74	
8:30	130		65	
8:45	109		90	
9:00	76	314	98	259
9:15	80		60	
9:30	66		49	
9:45	92		52	
10:00	68	308	32	121
10:15	84		31	
10:30	78		37	
10:45	78		21	
11:00	94	392	24	52
11:15	80		12	
11:30	106		12	
11:45	112		4	
Totals	2,559		4,808	
Peak Hour	7:30		5:00	
Volume	562		648	
Factor	0.84		0.97	
DayTotal	7,367			

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315
SANTA ANA CA 92701

STREET : IDAHO S/O
: IMPERIAL
CITY : LA HABRA

Site: 011101.006
Date: 01/18/11

Interval	NB				SB				Combined				Day: Tuesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	11	38	116	404	13	45	99	419	24	83	215	823	
12:15	16		78		10		106		26		184		
12:30	7		94		14		102		21		196		
12:45	4		116		8		112		12		228		
01:00	8	21	99	413	7	25	111	431	15	46	210	844	
01:15	4		91		8		114		12		205		
01:30	5		98		6		96		11		194		
01:45	4		125		4		110		8		235		
02:00	5	23	102	467	4	16	130	536	9	39	232	1,003	
02:15	3		108		4		118		7		226		
02:30	6		121		1		144		7		265		
02:45	9		136		7		144		16		280		
03:00	8	22	176	628	5	21	169	569	13	43	345	1,197	
03:15	3		138		5		141		8		279		
03:30	6		142		4		134		10		276		
03:45	5		172		7		125		12		297		
04:00	3	38	173	682	6	54	133	541	9	92	306	1,223	
04:15	12		148		9		134		21		282		
04:30	13		155		20		120		33		275		
04:45	10		206		19		154		29		360		
05:00	16	88	212	816	29	155	150	648	45	243	362	1,464	
05:15	22		217		30		156		52		373		
05:30	23		205		44		188		67		393		
05:45	27		182		52		154		79		336		
06:00	30	232	195	648	35	335	173	586	65	567	368	1,234	
06:15	48		167		80		131		128		298		
06:30	70		151		98		138		168		289		
06:45	84		135		122		144		206		279		
07:00	104	466	112	431	133	588	149	499	237	1,054	261	930	
07:15	116		114		158		118		274		232		
07:30	114		105		136		128		250		233		
07:45	132		100		161		104		293		204		
08:00	95	463	76	271	126	486	95	378	221	949	171	649	
08:15	114		78		132		96		246		174		
08:30	132		61		100		94		232		155		
08:45	122		56		128		93		250		149		
09:00	94	359	61	209	95	344	72	240	189	703	133	449	
09:15	80		54		92		62		172		116		
09:30	89		50		80		58		169		108		
09:45	96		44		77		48		173		92		
10:00	93	369	43	124	72	298	67	176	165	667	110	300	
10:15	90		33		70		44		160		77		
10:30	100		28		74		34		174		62		
10:45	86		20		82		31		168		51		
11:00	84	360	24	82	73	352	22	78	157	712	46	160	
11:15	90		17		80		19		170		36		
11:30	88		24		93		19		181		43		
11:45	98		17		106		18		204		35		
Totals	2,479		5,175		2,719		5,101		5,198		10,276		
Split%	47.7		50.4		52.3		49.6						
Day Totals		7,654				7,820				15,474			
Day Splits		49.5				50.5							
Peak Hour	07:45		04:45		07:00		05:15		07:00		04:45		
Volume	473		840		588		671		1,054		1,488		
Factor	0.90		0.97		0.91		0.89		0.90		0.95		

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315
SANTA ANA CA 92701

STREET : MONTE VISTA BTN
: LA HABRA/LAMBERT
CITY : LA HABRA

Site: 011101.007
Date: 01/12/11

interval	NB				SB				Combined				Day: Wednesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	4	17	20	90	2	4	10	70	6	21	30	160	
12:15	5		31		1		16		6		47		
12:30	3		21		0		18		3		39		
12:45	5		18		1		26		6		44		
01:00	2	8	26	86	1	3	8	53	3	11	34	139	
01:15	1		14		1		12		2		26		
01:30	2		23		0		18		2		41		
01:45	3		23		1		15		4		38		
02:00	2	12	24	99	2	6	10	79	4	18	34	178	
02:15	2		19		1		20		3		39		
02:30	4		30		0		18		4		48		
02:45	4		26		3		31		7		57		
03:00	3	5	30	110	4	13	26	75	7	18	56	185	
03:15	1		28		2		14		3		42		
03:30	1		22		2		20		3		42		
03:45	0		30		5		15		5		45		
04:00	1	8	30	114	2	18	10	59	3	26	40	173	
04:15	2		28		3		12		5		40		
04:30	3		32		6		18		9		50		
04:45	2		24		7		19		9		43		
05:00	5	16	28	115	6	37	13	54	11	53	41	169	
05:15	5		29		13		7		18		36		
05:30	2		32		10		16		12		48		
05:45	4		26		8		18		12		44		
06:00	2	26	33	85	10	55	10	53	12	81	43	138	
06:15	5		18		15		12		20		30		
06:30	5		19		14		21		19		40		
06:45	14		15		16		10		30		25		
07:00	12	95	22	68	10	86	13	47	22	181	35	115	
07:15	23		16		16		10		39		26		
07:30	37		17		28		6		65		23		
07:45	23		13		32		18		55		31		
08:00	16	66	7	46	17	67	13	27	33	133	20	73	
08:15	15		10		11		4		26		14		
08:30	17		16		18		4		35		20		
08:45	18		13		21		6		39		19		
09:00	15	56	14	50	12	49	8	33	27	105	22	83	
09:15	11		13		10		10		21		23		
09:30	14		13		14		10		28		23		
09:45	16		10		13		5		29		15		
10:00	12	58	8	33	16	64	4	18	28	122	12	51	
10:15	19		11		22		4		41		15		
10:30	15		6		14		4		29		10		
10:45	12		8		12		6		24		14		
11:00	6	49	4	19	10	48	3	14	16	97	7	33	
11:15	18		4		12		4		30		8		
11:30	7		6		18		3		25		9		
11:45	18		5		8		4		26		9		
Totals	416		915		450		582		866		1,497		
Split%	48.0		61.1		52.0		38.9						
Day Totals		1,331				1,032				2,363			
Day Splits		56.3				43.7							
Peak Hour	07:15		03:45		07:15		02:15		07:15		02:30		
Volume	99		120		93		95		192		203		
Factor	0.67		0.94		0.73		0.77		0.74		0.89		

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315
SANTA ANA CA 92701

STREET : WALNUT BTN
: LA HABRA/LAMBERT
CITY : LA HABRA

Site: 011101.008
Date: 01/12/11

Interval	NB				SB				Combined				Day: Wednesday
Begin	AM		PM		AM		PM		AM		PM		
12:00	6	20	45	180	0	11	40	150	6	31	85	330	
12:15	7		52		4		42		11		94		
12:30	2		44		3		32		5		76		
12:45	5		39		4		36		9		75		
01:00	4	11	55	180	1	6	42	186	5	17	97	366	
01:15	3		39		3		40		6		79		
01:30	3		39		1		52		4		91		
01:45	1		47		1		52		2		99		
02:00	2	7	48	201	2	8	39	165	4	15	87	366	
02:15	2		48		2		30		4		78		
02:30	1		50		3		38		4		88		
02:45	2		55		1		58		3		113		
03:00	1	9	47	218	2	12	78	213	3	21	125	431	
03:15	2		66		2		46		4		112		
03:30	1		56		2		45		3		101		
03:45	5		49		6		44		11		93		
04:00	2	16	72	256	4	23	50	202	6	39	122	458	
04:15	4		56		5		47		9		103		
04:30	0		70		6		50		6		120		
04:45	10		58		8		55		18		113		
05:00	5	21	60	262	8	59	62	222	13	80	122	484	
05:15	1		76		12		52		13		128		
05:30	6		62		22		52		28		114		
05:45	9		64		17		56		26		120		
06:00	16	73	63	214	18	138	72	205	34	211	135	419	
06:15	10		53		32		35		42		88		
06:30	25		52		38		52		63		104		
06:45	22		46		50		46		72		92		
07:00	28	169	40	139	38	255	40	126	66	424	80	265	
07:15	43		31		56		28		99		59		
07:30	64		34		65		29		129		63		
07:45	34		34		96		29		130		63		
08:00	50	152	32	126	46	174	29	118	96	326	61	244	
08:15	36		34		45		39		81		73		
08:30	36		29		43		24		79		53		
08:45	30		31		40		26		70		57		
09:00	44	128	31	95	28	101	26	75	72	229	57	170	
09:15	20		27		18		20		38		47		
09:30	36		21		25		16		61		37		
09:45	28		16		30		13		58		29		
10:00	26	120	20	60	32	106	8	40	58	226	28	100	
10:15	33		19		28		18		61		37		
10:30	27		10		26		8		53		18		
10:45	34		11		20		6		54		17		
11:00	26	139	9	29	42	142	8	23	68	281	17	52	
11:15	42		9		34		4		76		13		
11:30	39		8		28		7		67		15		
11:45	32		3		38		4		70		7		
Totals	865		1,960		1,035		1,725		1,900		3,685		
Split%	45.5		53.2		54.5		46.8						
Day Totals		2,825				2,760				5,585			
Day Splits		50.6				49.4							
Peak Hour	07:15		05:15		07:15		05:15		07:15		05:15		
Volume	191		265		263		232		454		497		
Factor	0.75		0.87		0.68		0.81		0.87		0.92		

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315
SANTA ANA CA 92701

STREET : EUCLID BTN
: LA HABRA/LAMBERT
CITY : LA HABRA

Site: 011101.09N
Date: 01/12/11

Interval Day: Wednesday

Begin	AM - NB		PM - NB	
12:00	17	42	108	430
12:15	9		122	
12:30	12		98	
12:45	4		102	
1:00	5	19	108	421
1:15	8		92	
1:30	2		94	
1:45	4		127	
2:00	5	15	114	484
2:15	6		110	
2:30	1		126	
2:45	3		134	
3:00	1	9	148	576
3:15	2		142	
3:30	6		136	
3:45	0		150	
4:00	1	18	150	668
4:15	4		179	
4:30	2		157	
4:45	11		182	
5:00	14	66	208	795
5:15	13		205	
5:30	18		196	
5:45	21		186	
6:00	18	170	143	556
6:15	41		133	
6:30	55		132	
6:45	56		148	
7:00	68	387	95	316
7:15	90		85	
7:30	130		62	
7:45	99		74	
8:00	104	400	57	258
8:15	84		67	
8:30	106		56	
8:45	106		78	
9:00	103	346	65	206
9:15	82		63	
9:30	80		42	
9:45	81		36	
10:00	82	344	50	146
10:15	78		35	
10:30	80		32	
10:45	104		29	
11:00	82	326	23	64
11:15	60		20	
11:30	87		11	
11:45	97		10	
Totals	2,142		4,920	
Peak Hour	7:15		5:00	
Volume	423		795	
Factor	0.81		0.96	
DayTotal	7,062			

TRAFFIC DATA SERVICES INC.

2223 WELLINGTON ST 315

SANTA ANA CA 92701

STREET : EUCLID BTN

: LA HABRA/LAMBERT

CITY : LA HABRA

Site: 011101.09S

Date: 01/12/11

Interval

Day: Wednesday

Begin	AM - SB		PM - SB	
12:00	7	23	109	421
12:15	4		112	
12:30	7		94	
12:45	5		106	
1:00	2	11	90	387
1:15	3		85	
1:30	3		101	
1:45	3		111	
2:00	3	15	95	433
2:15	5		106	
2:30	5		102	
2:45	2		130	
3:00	1	21	149	495
3:15	4		115	
3:30	6		123	
3:45	10		108	
4:00	8	36	120	497
4:15	6		119	
4:30	15		137	
4:45	7		121	
5:00	16	106	119	523
5:15	17		146	
5:30	33		142	
5:45	40		116	
6:00	46	304	110	419
6:15	62		92	
6:30	94		113	
6:45	102		104	
7:00	134	636	80	267
7:15	154		75	
7:30	162		60	
7:45	186		52	
8:00	138	492	66	228
8:15	120		52	
8:30	116		48	
8:45	118		62	
9:00	85	341	68	188
9:15	86		62	
9:30	84		32	
9:45	86		26	
10:00	80	280	52	111
10:15	61		20	
10:30	63		24	
10:45	76		15	
11:00	112	390	20	49
11:15	86		10	
11:30	88		11	
11:45	104		8	
Totals	2,655		4,018	
Peak Hour	7:15		4:45	
Volume	640		528	
Factor	0.86		0.9	
DayTotal	6,673			

Counts Unlimited Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of La Habra
N/S: Beach Boulevard
E/W: Imperial Highway
Weather: Sunny

File Name : LHABEIMAM
Site Code : 11011066
Start Date : 1/12/2011

Groups Printed- Total Volume

	Beach Boulevard Southbound				Imperial Highway Westbound				Beach Boulevard Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	21	287	45	353	76	197	25	298	27	137	58	222	18	125	30	173	1046
07:15 AM	28	303	56	387	70	279	33	382	34	142	67	243	24	125	33	182	1194
07:30 AM	42	302	73	417	90	281	24	395	56	165	60	281	27	192	40	259	1352
07:45 AM	42	332	72	446	91	268	35	394	63	220	66	349	30	179	46	255	1444
Total	133	1224	246	1603	327	1025	117	1469	180	664	251	1095	99	621	149	869	5036
08:00 AM	37	319	48	404	71	200	21	292	50	192	59	301	25	169	53	247	1244
08:15 AM	32	277	52	361	69	216	36	321	51	173	69	293	25	174	54	253	1228
08:30 AM	43	267	38	348	72	170	30	272	38	164	95	297	24	152	44	220	1137
08:45 AM	49	250	28	327	74	161	24	259	44	200	73	317	21	128	33	182	1085
Total	161	1113	166	1440	286	747	111	1144	183	729	296	1208	95	623	184	902	4694
Grand Total	294	2337	412	3043	613	1772	228	2613	363	1393	547	2303	194	1244	333	1771	9730
Apprch %	9.7	76.8	13.5		23.5	67.8	8.7		15.8	60.5	23.8		11	70.2	18.8		
Total %	3	24	4.2	31.3	6.3	18.2	2.3	26.9	3.7	14.3	5.6	23.7	2	12.8	3.4	18.2	

	Beach Boulevard Southbound				Imperial Highway Westbound				Beach Boulevard Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**42**	302	**73**	417	90	**281**	24	**395**	56	165	60	281	27	**192**	40	**259**	1352
07:45 AM	42	**332**	72	**446**	**91**	268	35	394	**63**	**220**	66	**349**	**30**	179	46	255	**1444**
08:00 AM	37	319	48	404	71	200	21	292	50	192	59	301	25	169	53	247	1244
08:15 AM	32	277	52	361	69	216	**36**	321	51	173	**69**	293	25	174	**54**	253	1228
Total Volume	153	1230	245	1628	321	965	116	1402	220	750	254	1224	107	714	193	1014	5268
% App. Total	9.4	75.6	15		22.9	68.8	8.3		18	61.3	20.8		10.6	70.4	19		
PHF	.911	.926	.839	.913	.882	.859	.806	.887	.873	.852	.920	.877	.892	.930	.894	.979	.912

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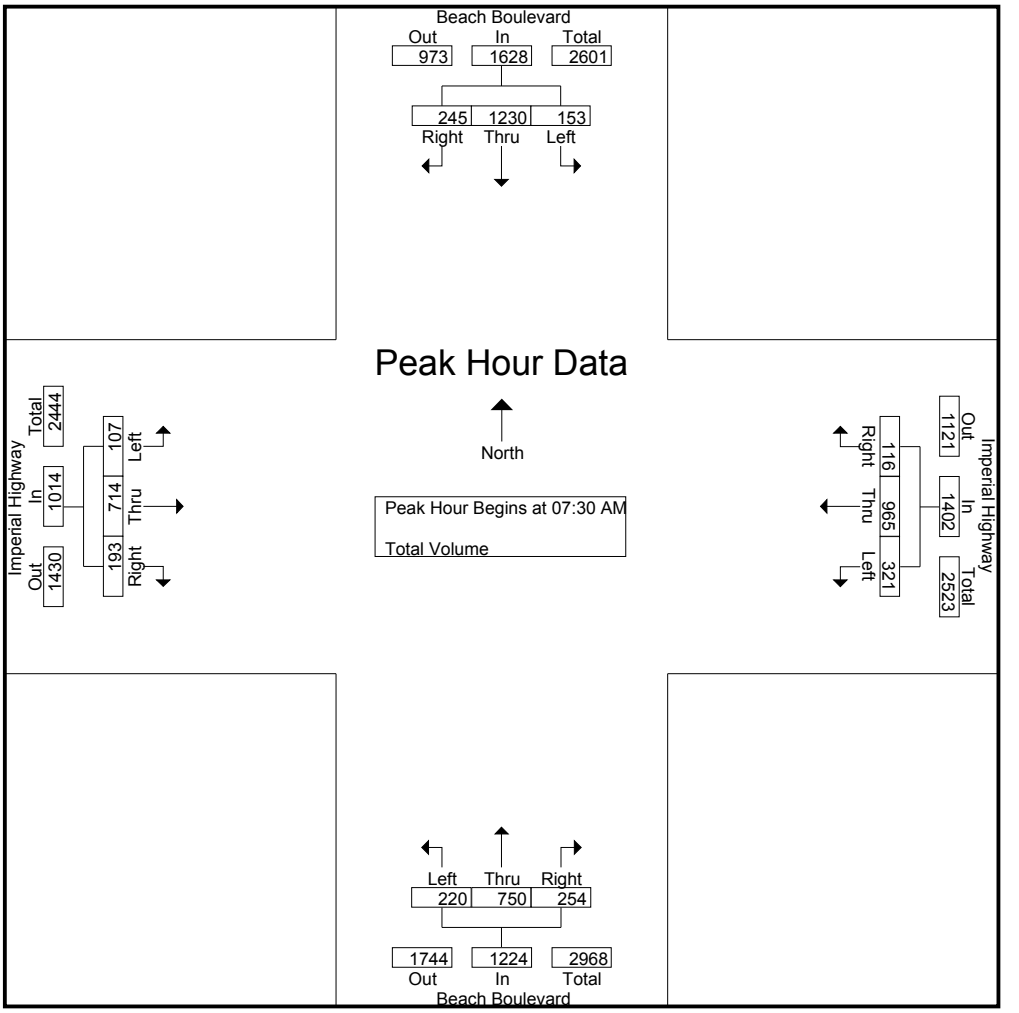
City of La Habra
N/S: Beach Boulevard
E/W: Imperial Highway
Weather: Sunny

File Name : LHABEIMAM
Site Code : 11011066
Start Date : 1/12/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:45 AM				07:30 AM			
+0 mins.	28	303	56	387	76	197	25	298	**63**	**220**	66	**349**	27	**192**	40	**259**
+15 mins.	**42**	302	**73**	417	70	279	33	382	50	192	59	301	**30**	179	46	255
+30 mins.	42	**332**	72	**446**	90	**281**	24	**395**	51	173	69	293	25	169	53	247
+45 mins.	37	319	48	404	**91**	268	**35**	394	38	164	**95**	297	25	174	**54**	253
Total Volume	149	1256	249	1654	327	1025	117	1469	202	749	289	1240	107	714	193	1014
% App. Total	9	75.9	15.1		22.3	69.8	8		16.3	60.4	23.3		10.6	70.4	19	
PHF	.887	.946	.853	.927	.898	.912	.836	.930	.802	.851	.761	.888	.892	.930	.894	.979

Counts Unlimited Inc.
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City of La Habra
N/S: Beach Boulevard
E/W: Imperial Highway
Weather: Sunny

File Name : LHABEIMPM
Site Code : 11011066
Start Date : 1/12/2011

Groups Printed- Total Volume

	Beach Boulevard Southbound				Imperial Highway Westbound				Beach Boulevard Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	59	215	35	309	122	205	42	369	64	311	105	480	53	190	54	297	1455
04:15 PM	62	252	40	354	94	163	50	307	65	317	94	476	53	272	56	381	1518
04:30 PM	64	250	34	348	102	219	41	362	71	301	113	485	40	243	41	324	1519
04:45 PM	71	254	33	358	111	189	38	338	84	315	124	523	44	222	62	328	1547
Total	256	971	142	1369	429	776	171	1376	284	1244	436	1964	190	927	213	1330	6039
05:00 PM	81	224	52	357	113	207	45	365	82	315	133	530	47	224	73	344	1596
05:15 PM	88	268	43	399	128	225	64	417	72	308	117	497	47	252	39	338	1651
05:30 PM	71	285	45	401	125	181	52	358	80	308	113	501	49	244	54	347	1607
05:45 PM	73	247	40	360	105	240	61	406	76	349	118	543	43	242	55	340	1649
Total	313	1024	180	1517	471	853	222	1546	310	1280	481	2071	186	962	221	1369	6503
Grand Total	569	1995	322	2886	900	1629	393	2922	594	2524	917	4035	376	1889	434	2699	12542
Apprch %	19.7	69.1	11.2		30.8	55.7	13.4		14.7	62.6	22.7		13.9	70	16.1		
Total %	4.5	15.9	2.6	23	7.2	13	3.1	23.3	4.7	20.1	7.3	32.2	3	15.1	3.5	21.5	

	Beach Boulevard Southbound				Imperial Highway Westbound				Beach Boulevard Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	81	224	**52**	357	113	207	45	365	**82**	315	**133**	530	47	224	**73**	344	1596
05:15 PM	**88**	268	43	399	**128**	225	**64**	**417**	72	308	117	497	47	**252**	39	338	**1651**
05:30 PM	71	**285**	45	**401**	125	181	52	358	80	308	113	501	**49**	244	54	**347**	1607
05:45 PM	73	247	40	360	105	**240**	61	406	76	**349**	118	**543**	43	242	55	340	1649
Total Volume	313	1024	180	1517	471	853	222	1546	310	1280	481	2071	186	962	221	1369	6503
% App. Total	20.6	67.5	11.9		30.5	55.2	14.4		15	61.8	23.2		13.6	70.3	16.1		
PHF	.889	.898	.865	.946	.920	.889	.867	.927	.945	.917	.904	.953	.949	.954	.757	.986	.985

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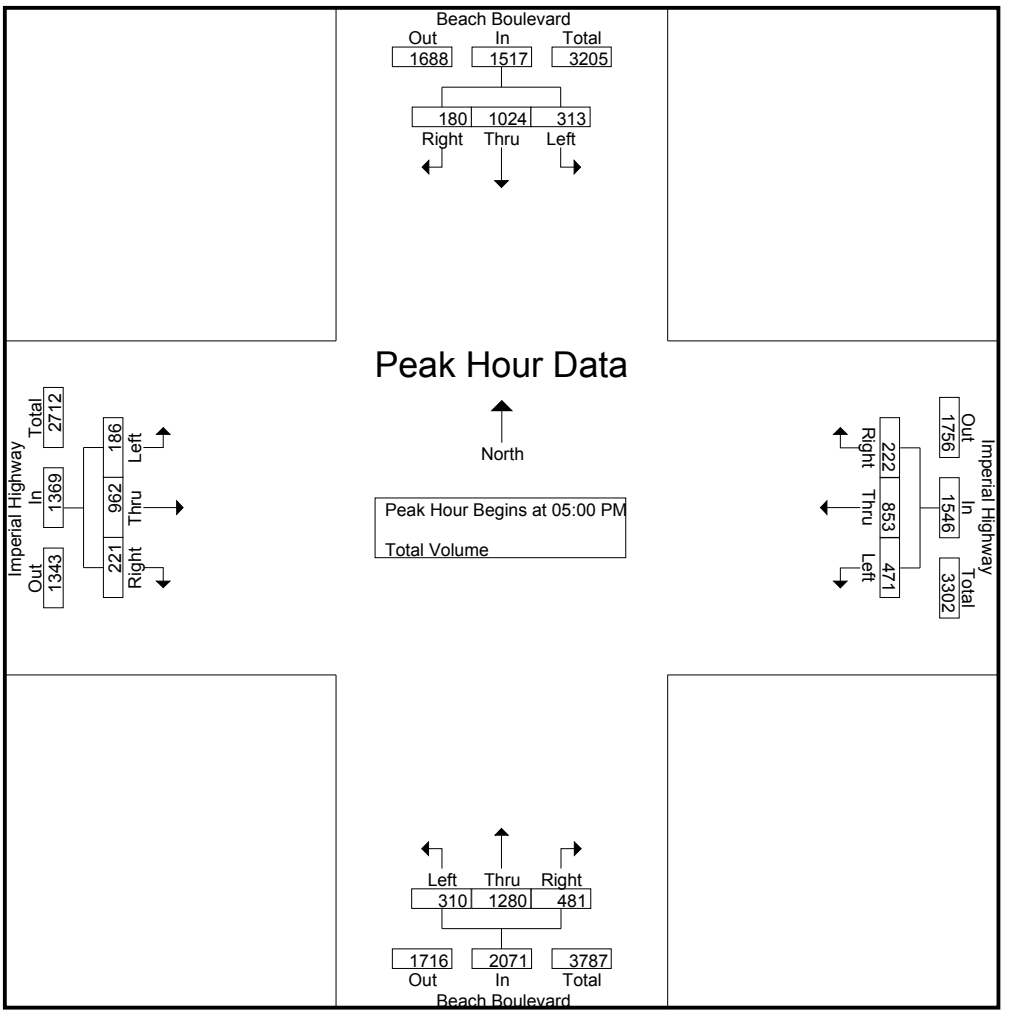
City of La Habra
N/S: Beach Boulevard
E/W: Imperial Highway
Weather: Sunny

File Name : LHABEIMPM
Site Code : 11011066
Start Date : 1/12/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				04:15 PM			
+0 mins.	81	224	**52**	357	113	207	45	365	**82**	315	**133**	530	**53**	**272**	56	**381**
+15 mins.	**88**	268	43	399	**128**	225	**64**	**417**	72	308	117	497	40	243	41	324
+30 mins.	71	**285**	45	**401**	125	181	52	358	80	308	113	501	44	222	62	328
+45 mins.	73	247	40	360	105	**240**	61	406	76	**349**	118	**543**	47	224	**73**	344
Total Volume	313	1024	180	1517	471	853	222	1546	310	1280	481	2071	184	961	232	1377
% App. Total	20.6	67.5	11.9		30.5	55.2	14.4		15	61.8	23.2		13.4	69.8	16.8	
PHF	.889	.898	.865	.946	.920	.889	.867	.927	.945	.917	.904	.953	.868	.883	.795	.904

Counts Unlimited Inc.
PO Box 1178
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City of La Habra
N/S: Beach Boulevrd
E/W: La Habra Boulevard
Weather Sunny

File Name : LHABELHAM
Site Code : 11011083
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Beach Boulevard Southbound				La Habra Boulevard Westbound				Beach Boulevard Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	157	24	195	51	122	15	188	25	104	26	155	15	72	18	105	643
07:15 AM	16	229	29	274	57	186	15	258	26	146	53	225	18	124	26	168	925
07:30 AM	23	260	26	309	92	183	25	300	35	232	80	347	36	150	30	216	1172
07:45 AM	26	318	40	384	79	185	24	288	50	244	31	325	30	126	31	187	1184
Total	79	964	119	1162	279	676	79	1034	136	726	190	1052	99	472	105	676	3924
08:00 AM	20	293	26	339	47	121	17	185	46	202	44	292	29	82	21	132	948
08:15 AM	25	256	27	308	52	109	15	176	46	191	39	276	33	77	27	137	897
08:30 AM	11	204	30	245	47	116	21	184	34	130	34	198	27	87	30	144	771
08:45 AM	18	212	16	246	53	76	16	145	37	146	33	216	13	67	23	103	710
Total	74	965	99	1138	199	422	69	690	163	669	150	982	102	313	101	516	3326
Grand Total	153	1929	218	2300	478	1098	148	1724	299	1395	340	2034	201	785	206	1192	7250
Apprch %	6.7	83.9	9.5		27.7	63.7	8.6		14.7	68.6	16.7		16.9	65.9	17.3		
Total %	2.1	26.6	3	31.7	6.6	15.1	2	23.8	4.1	19.2	4.7	28.1	2.8	10.8	2.8	16.4	

	Beach Boulevard Southbound				La Habra Boulevard Westbound				Beach Boulevard Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	16	229	29	274	57	**186**	15	258	26	146	53	225	18	124	26	168	925
07:30 AM	23	260	26	309	**92**	183	**25**	**300**	35	232	**80**	**347**	**36**	**150**	30	**216**	1172
07:45 AM	**26**	**318**	**40**	**384**	79	185	24	288	**50**	**244**	31	325	30	126	**31**	187	**1184**
08:00 AM	20	293	26	339	47	121	17	185	46	202	44	292	29	82	21	132	948
Total Volume	85	1100	121	1306	275	675	81	1031	157	824	208	1189	113	482	108	703	4229
% App. Total	6.5	84.2	9.3		26.7	65.5	7.9		13.2	69.3	17.5		16.1	68.6	15.4		
PHF	.817	.865	.756	.850	.747	.907	.810	.859	.785	.844	.650	.857	.785	.803	.871	.814	.893

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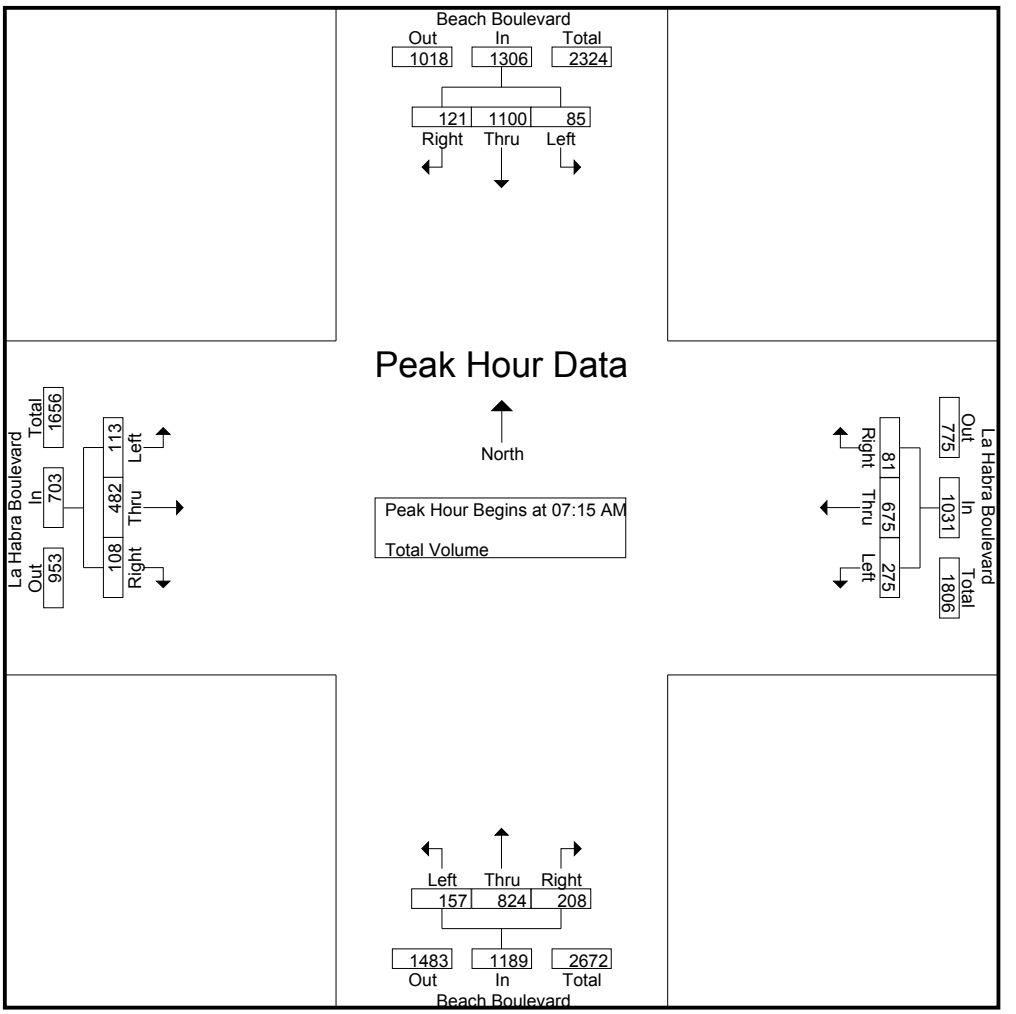
City of La Habra
N/S: Beach Boulevrd
E/W: La Habra Boulevard
Weather Sunny

File Name : LHABELHAM
Site Code : 11011083
Start Date : 1/13/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:30 AM				07:15 AM			
+0 mins.	23	260	26	309	51	122	15	188	35	232	**80**	**347**	18	124	26	168
+15 mins.	**26**	**318**	**40**	**384**	57	**186**	15	258	**50**	**244**	31	325	**36**	**150**	30	**216**
+30 mins.	20	293	26	339	**92**	183	**25**	**300**	46	202	44	292	30	126	**31**	187
+45 mins.	25	256	27	308	79	185	24	288	46	191	39	276	29	82	21	132
Total Volume	94	1127	119	1340	279	676	79	1034	177	869	194	1240	113	482	108	703
% App. Total	7	84.1	8.9		27	65.4	7.6		14.3	70.1	15.6		16.1	68.6	15.4	
PHF	.904	.886	.744	.872	.758	.909	.790	.862	.885	.890	.606	.893	.785	.803	.871	.814

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City of La Habra
N/S: Beach Boulevard
E/W: La Habra Boulevard
Weather Sunny

File Name : LHABELHPM
Site Code : 11011083
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Beach Boulevard Southbound				La Habra Boulevard Westbound				Beach Boulevard Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	30	202	31	263	52	142	22	216	82	201	47	330	47	129	29	205	1014
04:15 PM	22	199	24	245	37	129	30	196	72	265	48	385	42	142	37	221	1047
04:30 PM	24	231	40	295	39	145	23	207	95	231	58	384	48	162	36	246	1132
04:45 PM	46	214	43	303	48	133	24	205	51	257	49	357	49	155	35	239	1104
Total	122	846	138	1106	176	549	99	824	300	954	202	1456	186	588	137	911	4297
05:00 PM	30	236	36	302	59	173	11	243	76	247	45	368	58	174	35	267	1180
05:15 PM	37	268	32	337	47	146	27	220	89	252	44	385	58	183	32	273	1215
05:30 PM	21	255	26	302	46	155	26	227	112	266	64	442	65	168	30	263	1234
05:45 PM	43	213	25	281	55	112	18	185	84	245	39	368	71	149	42	262	1096
Total	131	972	119	1222	207	586	82	875	361	1010	192	1563	252	674	139	1065	4725
Grand Total	253	1818	257	2328	383	1135	181	1699	661	1964	394	3019	438	1262	276	1976	9022
Apprch %	10.9	78.1	11		22.5	66.8	10.7		21.9	65.1	13.1		22.2	63.9	14		
Total %	2.8	20.2	2.8	25.8	4.2	12.6	2	18.8	7.3	21.8	4.4	33.5	4.9	14	3.1	21.9	

	Beach Boulevard Southbound				La Habra Boulevard Westbound				Beach Boulevard Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**46**	214	**43**	303	48	133	24	205	51	257	49	357	49	155	**35**	239	1104
05:00 PM	30	236	36	302	**59**	**173**	11	**243**	76	247	45	368	58	174	35	267	1180
05:15 PM	37	**268**	32	**337**	47	146	**27**	220	89	252	44	385	58	**183**	32	**273**	1215
05:30 PM	21	255	26	302	46	155	26	227	**112**	**266**	**64**	**442**	**65**	168	30	263	**1234**
Total Volume	134	973	137	1244	200	607	88	895	328	1022	202	1552	230	680	132	1042	4733
% App. Total	10.8	78.2	11		22.3	67.8	9.8		21.1	65.9	13		22.1	65.3	12.7		
PHF	.728	.908	.797	.923	.847	.877	.815	.921	.732	.961	.789	.878	.885	.929	.943	.954	.959

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City of La Habra
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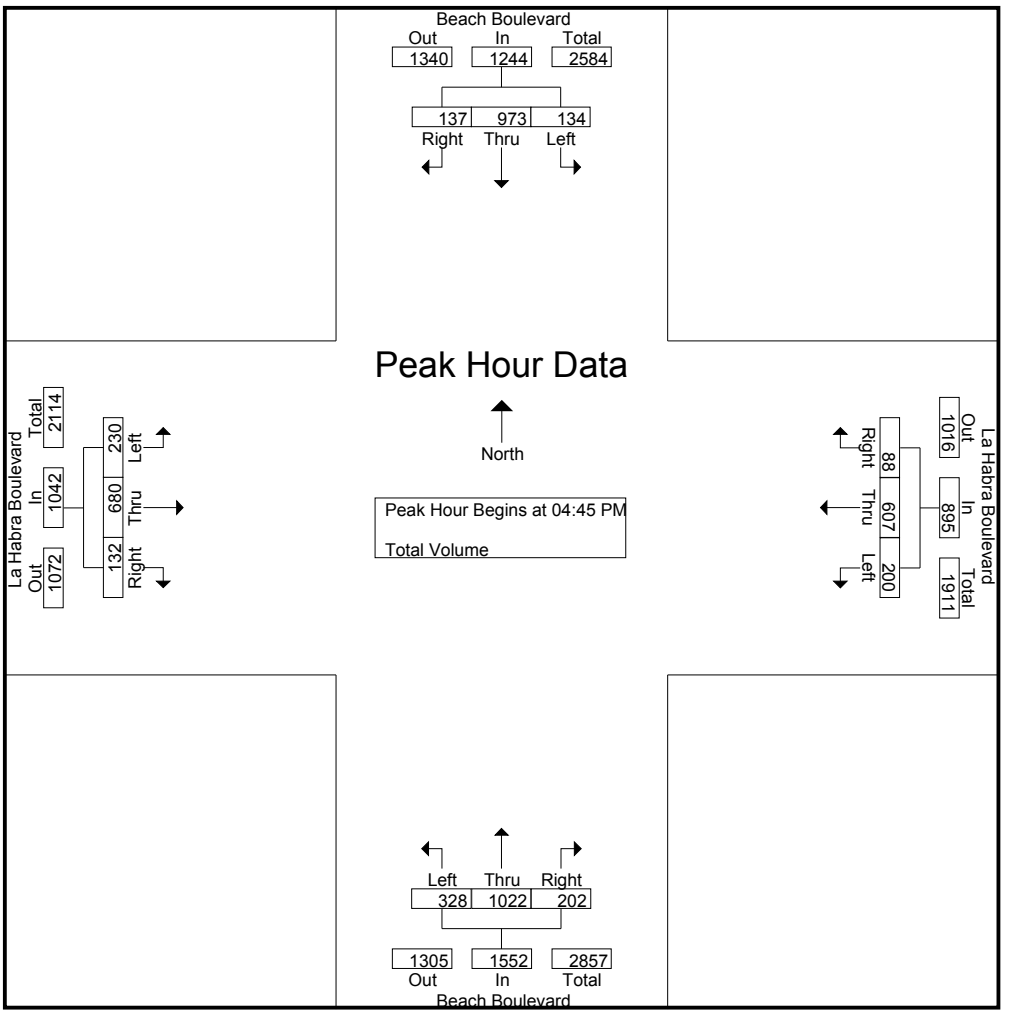
Weather Sunny

File Name : LHABELHPM
Site Code : 11011083
Start Date : 1/13/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	**46**	214	**43**	303	48	133	24	205	76	247	45	368	58	174	35	267
+15 mins.	30	236	36	302	**59**	**173**	11	**243**	89	252	44	385	58	**183**	32	**273**
+30 mins.	37	**268**	32	**337**	47	146	**27**	220	**112**	**266**	**64**	**442**	65	168	30	263
+45 mins.	21	255	26	302	46	155	26	227	84	245	39	368	**71**	149	**42**	262
Total Volume	134	973	137	1244	200	607	88	895	361	1010	192	1563	252	674	139	1065
% App. Total	10.8	78.2	11		22.3	67.8	9.8		23.1	64.6	12.3		23.7	63.3	13.1	
PHF	.728	.908	.797	.923	.847	.877	.815	.921	.806	.949	.750	.884	.887	.921	.827	.975

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City of La Habra
N/S: Beach Boulevard
E/W: Lambert Road
Weather: Sunny

File Name : LHABELAAM
Site Code : 11011063
Start Date : 1/12/2011
Page No : 1

Groups Printed- Total Volume

	Beach Boulevard Southbound				Lambert Road Westbound				Beach Boulevard Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	35	216	17	268	94	202	21	317	15	108	39	162	15	179	24	218	965
07:15 AM	33	242	16	291	108	230	40	378	24	148	49	221	42	203	27	272	1162
07:30 AM	44	285	57	386	122	260	39	421	34	147	39	220	50	254	35	339	1366
07:45 AM	56	304	97	457	105	280	37	422	39	174	49	262	54	193	35	282	1423
Total	168	1047	187	1402	429	972	137	1538	112	577	176	865	161	829	121	1111	4916
08:00 AM	31	272	74	377	69	239	35	343	45	138	50	233	66	218	53	337	1290
08:15 AM	28	232	27	287	84	177	37	298	26	150	50	226	43	197	48	288	1099
08:30 AM	34	203	14	251	72	150	19	241	35	152	28	215	29	158	47	234	941
08:45 AM	39	185	21	245	102	156	28	286	33	173	36	242	15	130	35	180	953
Total	132	892	136	1160	327	722	119	1168	139	613	164	916	153	703	183	1039	4283
Grand Total	300	1939	323	2562	756	1694	256	2706	251	1190	340	1781	314	1532	304	2150	9199
Apprch %	11.7	75.7	12.6		27.9	62.6	9.5		14.1	66.8	19.1		14.6	71.3	14.1		
Total %	3.3	21.1	3.5	27.9	8.2	18.4	2.8	29.4	2.7	12.9	3.7	19.4	3.4	16.7	3.3	23.4	

	Beach Boulevard Southbound				Lambert Road Westbound				Beach Boulevard Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	33	242	16	291	108	230	**40**	378	24	148	49	221	42	203	27	272	1162
07:30 AM	44	285	57	386	**122**	260	39	421	34	147	39	220	50	**254**	35	**339**	1366
07:45 AM	**56**	**304**	**97**	**457**	105	**280**	37	**422**	39	**174**	49	**262**	54	193	35	282	**1423**
08:00 AM	31	272	74	377	69	239	35	343	**45**	138	**50**	233	**66**	218	**53**	337	1290
Total Volume	164	1103	244	1511	404	1009	151	1564	142	607	187	936	212	868	150	1230	5241
% App. Total	10.9	73	16.1		25.8	64.5	9.7		15.2	64.9	20		17.2	70.6	12.2		
PHF	.732	.907	.629	.827	.828	.901	.944	.927	.789	.872	.935	.893	.803	.854	.708	.907	.921

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City of La Habra
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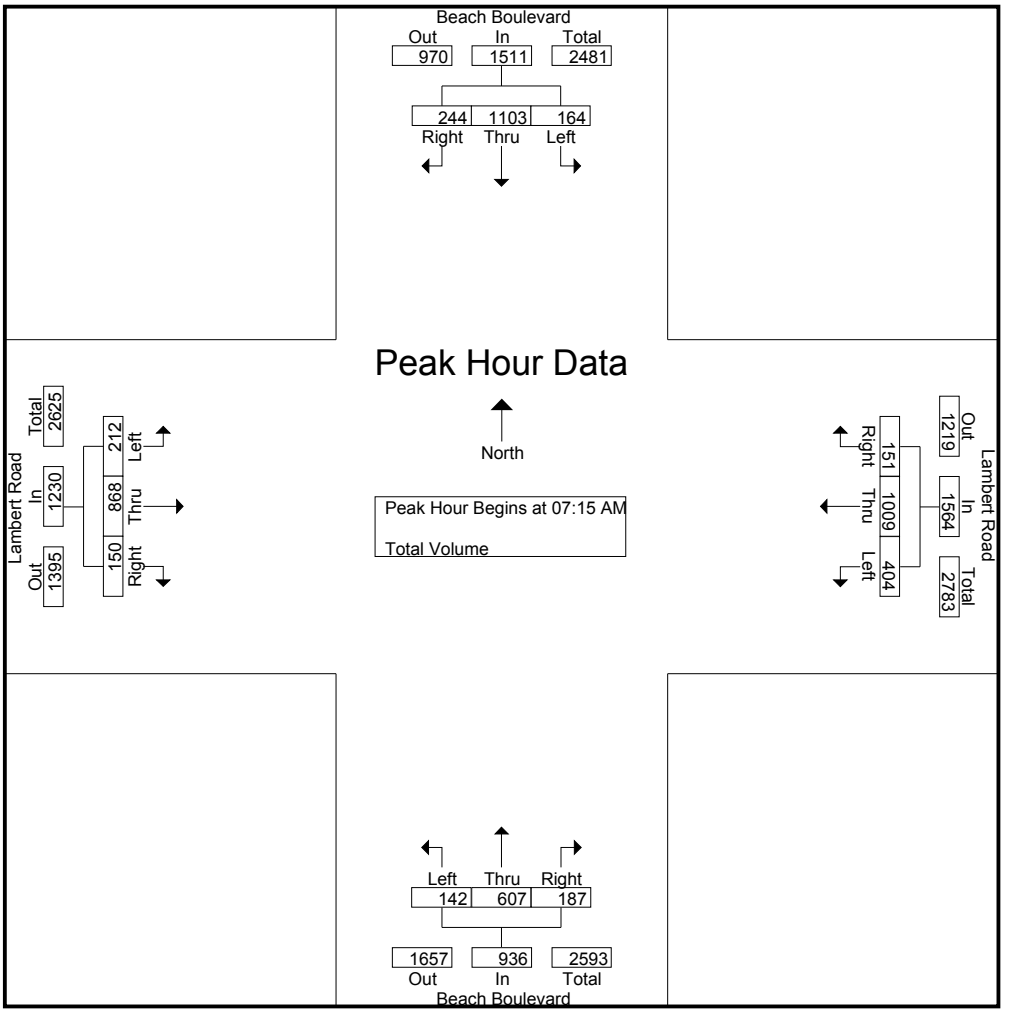
Weather: Sunny

File Name : LHABELAAM
Site Code : 11011063
Start Date : 1/12/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:30 AM				07:30 AM			
+0 mins.	33	242	16	291	108	230	**40**	378	34	147	39	220	50	**254**	35	**339**
+15 mins.	44	285	57	386	**122**	260	39	421	39	**174**	49	**262**	54	193	35	282
+30 mins.	**56**	**304**	**97**	**457**	105	**280**	37	**422**	**45**	138	**50**	233	**66**	218	**53**	337
+45 mins.	31	272	74	377	69	239	35	343	26	150	50	226	43	197	48	288
Total Volume	164	1103	244	1511	404	1009	151	1564	144	609	188	941	213	862	171	1246
% App. Total	10.9	73	16.1		25.8	64.5	9.7		15.3	64.7	20		17.1	69.2	13.7	
PHF	.732	.907	.629	.827	.828	.901	.944	.927	.800	.875	.940	.898	.807	.848	.807	.919

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City of La Habra
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E/W: Lambert Road
Weather: Sunny

File Name : LHABELAPM
Site Code : 11011028
Start Date : 1/12/2011

Groups Printed- Total Volume

	Beach Boulevard Southbound				Lambert Road Westbound				Beach Boulevard Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	56	218	12	286	68	202	49	319	51	311	69	431	29	238	49	316	1352
04:15 PM	47	239	15	301	77	190	57	324	40	323	81	444	26	227	51	304	1373
04:30 PM	55	257	13	325	93	211	52	356	44	343	81	468	33	244	47	324	1473
04:45 PM	60	260	18	338	89	213	48	350	55	306	61	422	49	260	58	367	1477
Total	218	974	58	1250	327	816	206	1349	190	1283	292	1765	137	969	205	1311	5675
05:00 PM	65	245	26	336	73	239	51	363	67	331	61	459	47	253	52	352	1510
05:15 PM	41	272	22	335	104	257	51	412	63	304	78	445	41	268	43	352	1544
05:30 PM	73	276	28	377	86	217	41	344	62	326	73	461	48	263	42	353	1535
05:45 PM	41	263	16	320	78	223	46	347	48	332	68	448	42	206	43	291	1406
Total	220	1056	92	1368	341	936	189	1466	240	1293	280	1813	178	990	180	1348	5995
Grand Total	438	2030	150	2618	668	1752	395	2815	430	2576	572	3578	315	1959	385	2659	11670
Apprch %	16.7	77.5	5.7		23.7	62.2	14		12	72	16		11.8	73.7	14.5		
Total %	3.8	17.4	1.3	22.4	5.7	15	3.4	24.1	3.7	22.1	4.9	30.7	2.7	16.8	3.3	22.8	

	Beach Boulevard Southbound				Lambert Road Westbound				Beach Boulevard Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	60	260	18	338	89	213	48	350	55	306	61	422	**49**	260	**58**	**367**	1477
05:00 PM	65	245	26	336	73	239	**51**	363	**67**	**331**	61	459	47	253	52	352	1510
05:15 PM	41	272	22	335	**104**	**257**	51	**412**	63	304	**78**	445	41	**268**	43	352	**1544**
05:30 PM	**73**	**276**	**28**	**377**	86	217	41	344	62	326	73	**461**	48	263	42	353	1535
Total Volume	239	1053	94	1386	352	926	191	1469	247	1267	273	1787	185	1044	195	1424	6066
% App. Total	17.2	76	6.8		24	63	13		13.8	70.9	15.3		13	73.3	13.7		
PHF	.818	.954	.839	.919	.846	.901	.936	.891	.922	.957	.875	.969	.944	.974	.841	.970	.982

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City of La Habra
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File Name : LHABELAPM
Site Code : 11011028
Start Date : 1/12/2011
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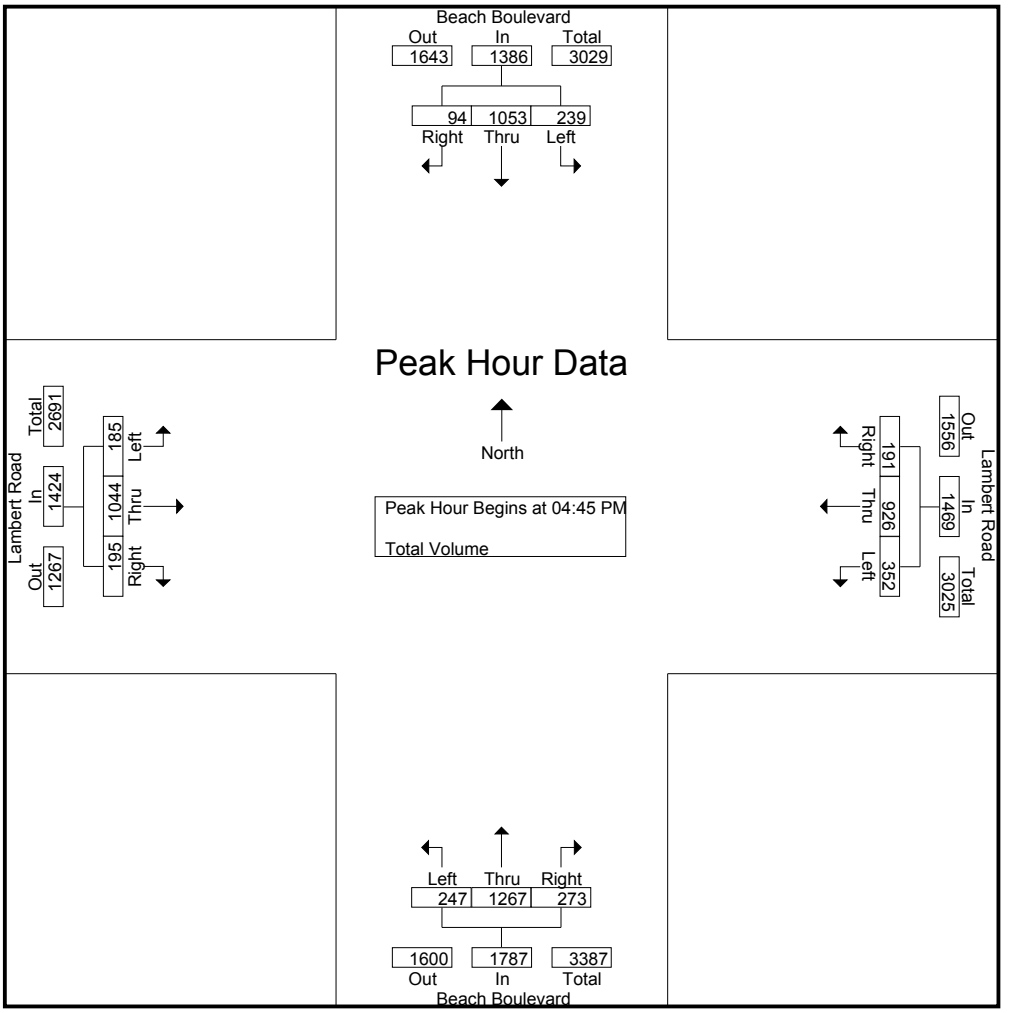

Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:30 PM				04:45 PM			
+0 mins.	60	260	18	338	93	211	**52**	356	44	**343**	**81**	**468**	**49**	260	**58**	**367**
+15 mins.	65	245	26	336	89	213	48	350	55	306	61	422	47	253	52	352
+30 mins.	41	272	22	335	73	239	51	363	**67**	331	61	459	41	**268**	43	352
+45 mins.	**73**	**276**	**28**	**377**	**104**	**257**	51	**412**	63	304	78	445	48	263	42	353
Total Volume	239	1053	94	1386	359	920	202	1481	229	1284	281	1794	185	1044	195	1424
% App. Total	17.2	76	6.8		24.2	62.1	13.6		12.8	71.6	15.7		13	73.3	13.7	
PHF	.818	.954	.839	.919	.863	.895	.971	.899	.854	.936	.867	.958	.944	.974	.841	.970

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City of La Habra
N/S: Beach Boulevard
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHABEWHAM
Site Code : 11011001
Start Date : 1/13/2011

Groups Printed- Total Volume

	Beach Boulevard Southbound				Whittier Boulevard Westbound				Beach Boulevard Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	3	0	7	128	224	0	352	79	0	75	154	1	137	54	192	705
07:15 AM	1	0	2	3	160	255	1	416	78	1	90	169	1	231	60	292	880
07:30 AM	2	2	1	5	186	302	1	489	85	0	117	202	1	236	56	293	989
07:45 AM	0	1	0	1	225	286	1	512	112	1	121	234	0	167	80	247	994
Total	7	6	3	16	699	1067	3	1769	354	2	403	759	3	771	250	1024	3568
08:00 AM	1	5	0	6	232	227	2	461	101	2	122	225	1	173	61	235	927
08:15 AM	2	2	1	5	194	261	4	459	97	0	121	218	4	168	91	263	945
08:30 AM	4	1	0	5	160	206	1	367	97	3	107	207	0	199	76	275	854
08:45 AM	1	3	0	4	154	205	2	361	89	2	106	197	2	167	58	227	789
Total	8	11	1	20	740	899	9	1648	384	7	456	847	7	707	286	1000	3515
Grand Total	15	17	4	36	1439	1966	12	3417	738	9	859	1606	10	1478	536	2024	7083
Apprch %	41.7	47.2	11.1		42.1	57.5	0.4		46	0.6	53.5		0.5	73	26.5		
Total %	0.2	0.2	0.1	0.5	20.3	27.8	0.2	48.2	10.4	0.1	12.1	22.7	0.1	20.9	7.6	28.6	

	Beach Boulevard Southbound				Whittier Boulevard Westbound				Beach Boulevard Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**2**	2	**1**	5	186	**302**	1	489	85	0	117	202	1	**236**	56	**293**	989
07:45 AM	0	1	0	1	225	286	1	**512**	**112**	1	121	**234**	0	167	80	247	**994**
08:00 AM	1	**5**	0	**6**	**232**	227	2	461	101	**2**	**122**	225	1	173	61	235	927
08:15 AM	2	2	1	5	194	261	**4**	459	97	0	121	218	**4**	168	**91**	263	945
Total Volume	5	10	2	17	837	1076	8	1921	395	3	481	879	6	744	288	1038	3855
% App. Total	29.4	58.8	11.8		43.6	56	0.4		44.9	0.3	54.7		0.6	71.7	27.7		
PHF	.625	.500	.500	.708	.902	.891	.500	.938	.882	.375	.986	.939	.375	.788	.791	.886	.970

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City of La Habra
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Weather: Sunny

File Name : LHABEWHAM
Site Code : 11011001
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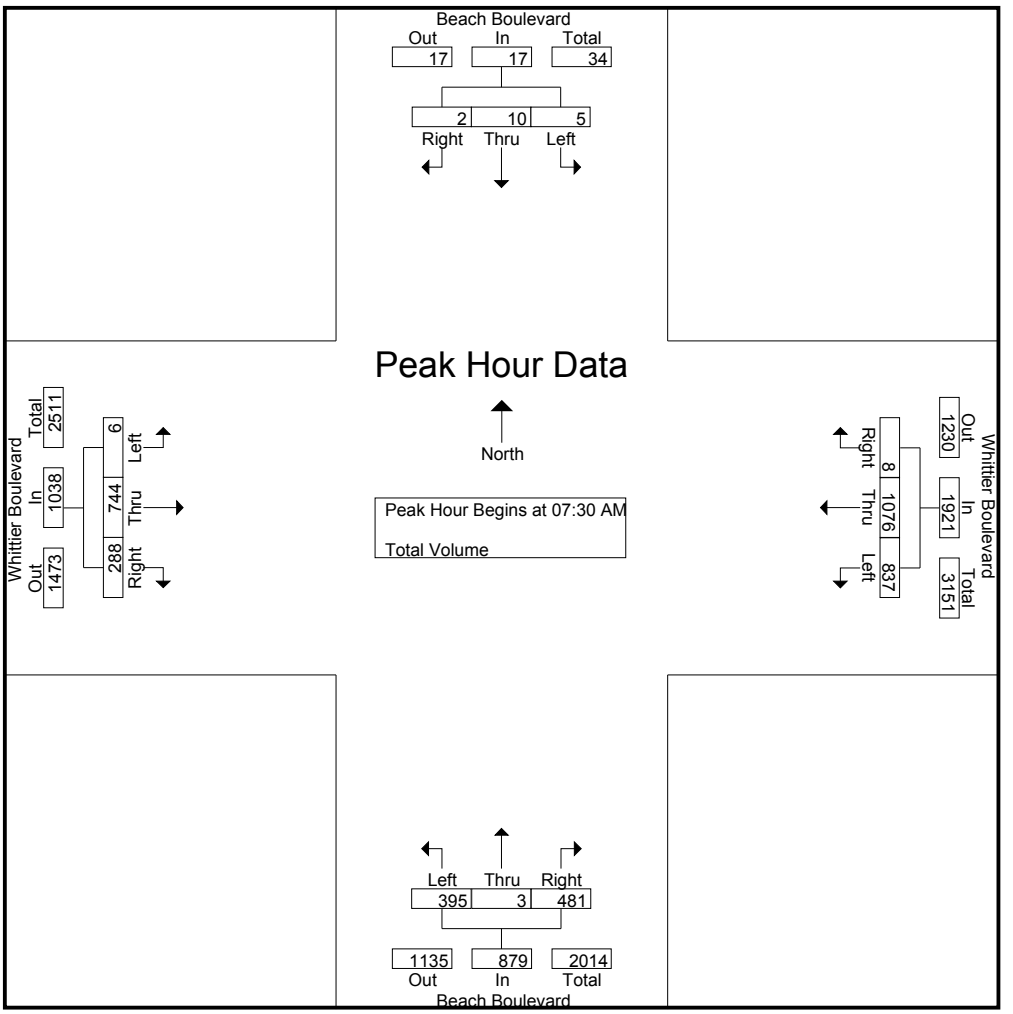

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:45 AM				07:15 AM			
+0 mins.	1	**5**	0	**6**	186	**302**	1	489	**112**	1	121	**234**	**1**	231	60	292
+15 mins.	2	2	**1**	5	225	286	1	**512**	101	2	**122**	225	1	**236**	56	**293**
+30 mins.	**4**	1	0	5	**232**	227	2	461	97	0	121	218	0	167	**80**	247
+45 mins.	1	3	0	4	194	261	**4**	459	97	**3**	107	207	1	173	61	235
Total Volume	8	11	1	20	837	1076	8	1921	407	6	471	884	3	807	257	1067
% App. Total	40	55	5		43.6	56	0.4		46	0.7	53.3		0.3	75.6	24.1	
PHF	.500	.550	.250	.833	.902	.891	.500	.938	.908	.500	.965	.944	.750	.855	.803	.910

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City of La Habra
N/S: Beach Boulevard
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHABEWHPM
Site Code : 11011001
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Beach Boulevard Southbound				Whittier Boulevard Westbound				Beach Boulevard Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	5	1	13	101	194	13	308	122	4	164	290	5	235	87	327	938
04:15 PM	9	7	5	21	137	216	3	356	102	3	200	305	11	277	87	375	1057
04:30 PM	8	8	0	16	144	244	9	397	130	7	174	311	1	243	84	328	1052
04:45 PM	9	6	0	15	139	234	5	378	126	7	218	351	5	278	94	377	1121
Total	33	26	6	65	521	888	30	1439	480	21	756	1257	22	1033	352	1407	4168
05:00 PM	8	9	1	18	152	226	6	384	129	6	234	369	2	298	64	364	1135
05:15 PM	6	13	1	20	135	238	10	383	101	6	232	339	3	283	79	365	1107
05:30 PM	5	9	1	15	146	193	8	347	101	9	236	346	7	296	105	408	1116
05:45 PM	11	7	0	18	143	199	5	347	122	8	240	370	6	266	81	353	1088
Total	30	38	3	71	576	856	29	1461	453	29	942	1424	18	1143	329	1490	4446
Grand Total	63	64	9	136	1097	1744	59	2900	933	50	1698	2681	40	2176	681	2897	8614
Apprch %	46.3	47.1	6.6		37.8	60.1	2		34.8	1.9	63.3		1.4	75.1	23.5		
Total %	0.7	0.7	0.1	1.6	12.7	20.2	0.7	33.7	10.8	0.6	19.7	31.1	0.5	25.3	7.9	33.6	

	Beach Boulevard Southbound				Whittier Boulevard Westbound				Beach Boulevard Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**9**	6	0	15	139	234	5	378	126	7	218	351	5	278	94	377	1121
05:00 PM	8	9	**1**	18	**152**	226	6	**384**	**129**	6	234	**369**	2	**298**	64	364	**1135**
05:15 PM	6	**13**	1	**20**	135	**238**	**10**	383	101	6	232	339	3	283	79	365	1107
05:30 PM	5	9	1	15	146	193	8	347	101	**9**	**236**	346	**7**	296	**105**	**408**	1116
Total Volume	28	37	3	68	572	891	29	1492	457	28	920	1405	17	1155	342	1514	4479
% App. Total	41.2	54.4	4.4		38.3	59.7	1.9		32.5	2	65.5		1.1	76.3	22.6		
PHF	.778	.712	.750	.850	.941	.936	.725	.971	.886	.778	.975	.952	.607	.969	.814	.928	.987

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City of La Habra
N/S: Beach Boulevard
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHABEWHPM
Site Code : 11011001
Start Date : 1/13/2011
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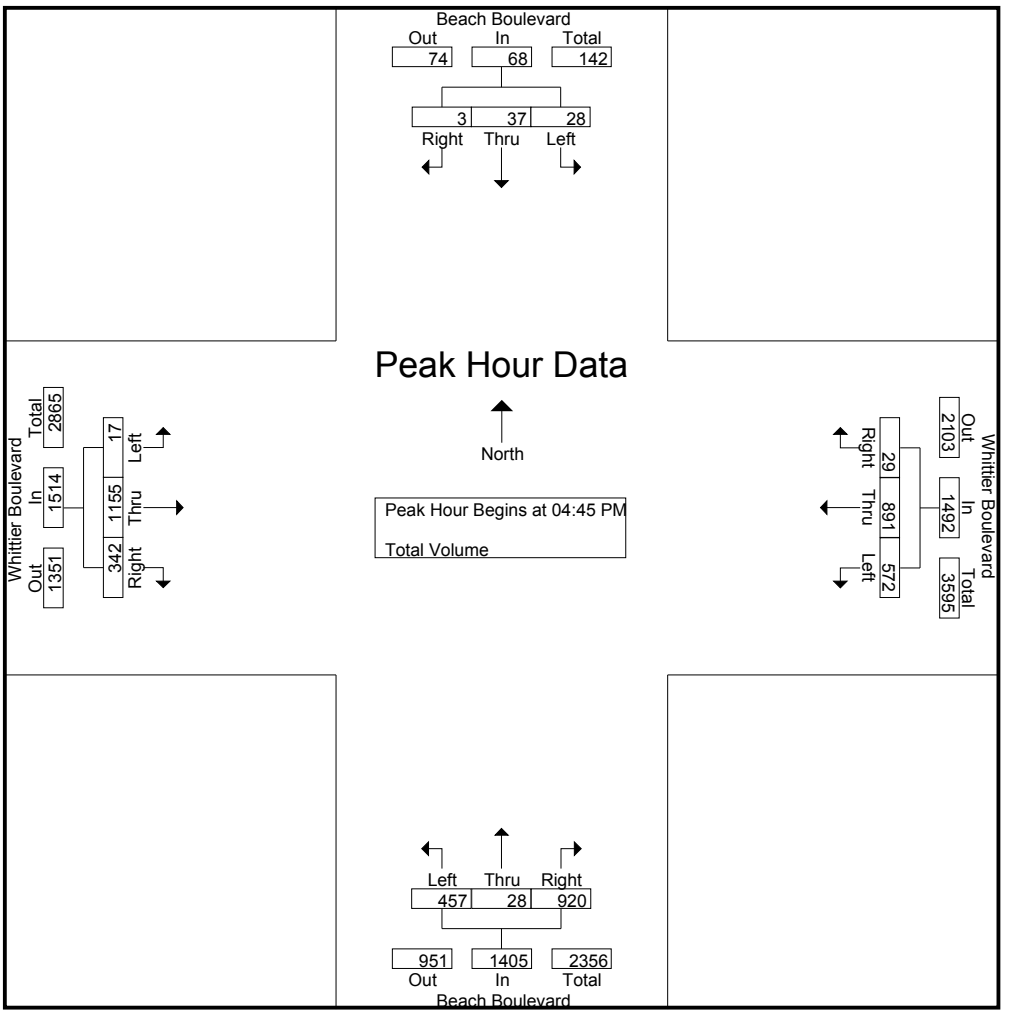

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				05:00 PM				04:45 PM			
+0 mins.	8	9	**1**	18	144	**244**	9	**397**	**129**	6	234	369	5	278	94	377
+15 mins.	6	**13**	1	**20**	139	234	5	378	101	6	232	339	2	**298**	64	364
+30 mins.	5	9	1	15	**152**	226	6	384	101	**9**	236	346	3	283	79	365
+45 mins.	**11**	7	0	18	135	238	**10**	383	122	8	**240**	**370**	**7**	296	**105**	**408**
Total Volume	30	38	3	71	570	942	30	1542	453	29	942	1424	17	1155	342	1514
% App. Total	42.3	53.5	4.2		37	61.1	1.9		31.8	2	66.2		1.1	76.3	22.6	
PHF	.682	.731	.750	.888	.938	.965	.750	.971	.878	.806	.981	.962	.607	.969	.814	.928

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City of La Habra
N/S: Cypress Street
E/W: Imperial Highway
Weather: Sunny

File Name : LHACYIMAM
Site Code : 10011001
Start Date : 1/12/2011
Page No : 1

Groups Printed- Total Volume

	Cypress Street Southbound			Imerial Highway Westbound			Imerial Highway Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	17	21	38	250	9	259	6	201	207	504
07:15 AM	23	6	29	346	16	362	4	259	263	654
07:30 AM	37	20	57	354	13	367	7	255	262	686
07:45 AM	28	30	58	276	27	303	13	290	303	664
Total	105	77	182	1226	65	1291	30	1005	1035	2508
08:00 AM	17	29	46	275	17	292	15	226	241	579
08:15 AM	20	21	41	262	16	278	8	237	245	564
08:30 AM	19	27	46	227	18	245	9	218	227	518
08:45 AM	20	23	43	244	6	250	9	271	280	573
Total	76	100	176	1008	57	1065	41	952	993	2234
Grand Total	181	177	358	2234	122	2356	71	1957	2028	4742
Apprch %	50.6	49.4		94.8	5.2		3.5	96.5		
Total %	3.8	3.7	7.5	47.1	2.6	49.7	1.5	41.3	42.8	

	Cypress Street Southbound			Imerial Highway Westbound			Imerial Highway Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	23	6	29	346	16	362	4	259	263	654
07:30 AM	**37**	20	57	**354**	13	**367**	7	255	262	**686**
07:45 AM	28	**30**	**58**	276	**27**	303	13	**290**	**303**	664
08:00 AM	17	29	46	275	17	292	**15**	226	241	579
Total Volume	105	85	190	1251	73	1324	39	1030	1069	2583
% App. Total	55.3	44.7		94.5	5.5		3.6	96.4		
PHF	.709	.708	.819	.883	.676	.902	.650	.888	.882	.941

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City of La Habra
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Weather: Sunny

File Name : LHACYIMAM
Site Code : 10011001
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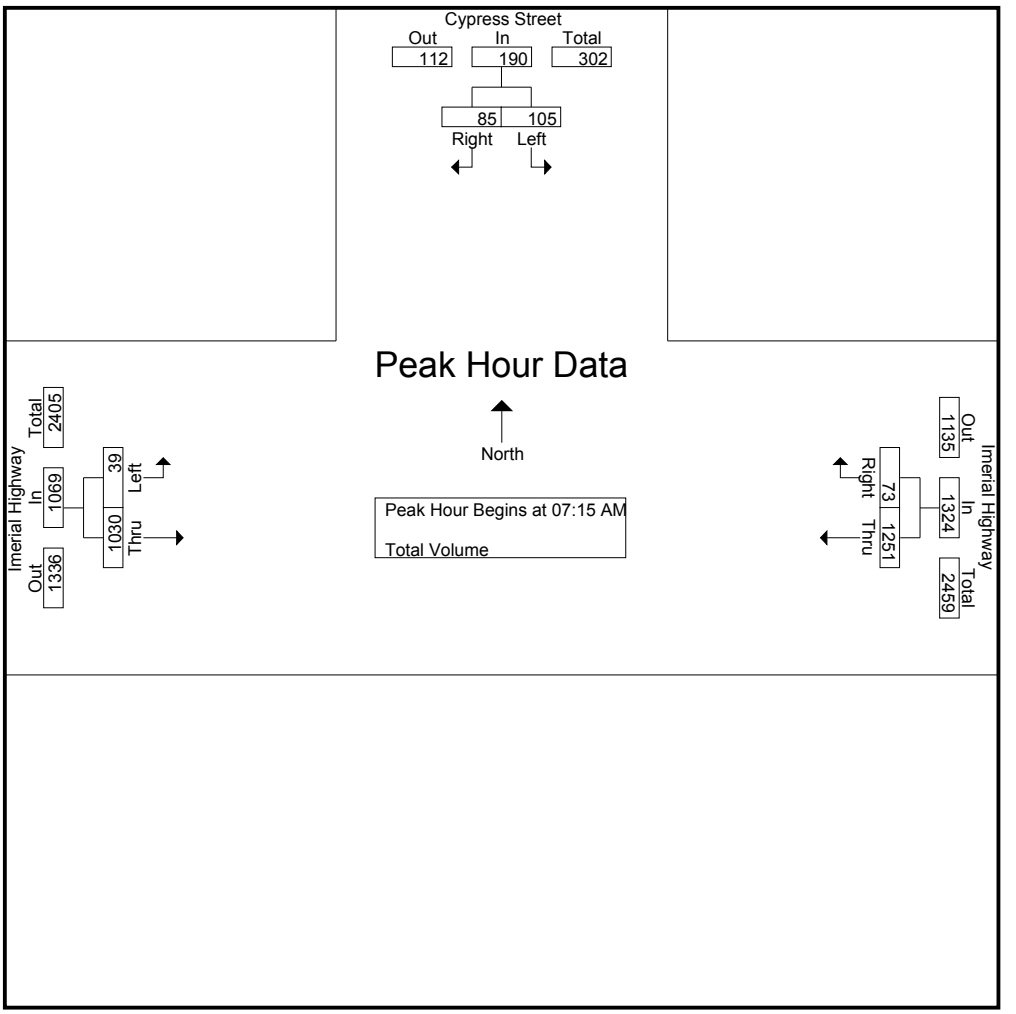

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			07:15 AM		
+0 mins.	**37**	20	57	346	16	362	4	259	263
+15 mins.	28	**30**	**58**	**354**	13	**367**	7	255	262
+30 mins.	17	29	46	276	**27**	303	13	**290**	**303**
+45 mins.	20	21	41	275	17	292	**15**	226	241
Total Volume	102	100	202	1251	73	1324	39	1030	1069
% App. Total	50.5	49.5		94.5	5.5		3.6	96.4	
PHF	.689	.833	.871	.883	.676	.902	.650	.888	.882

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City of La Habra
N/S: Cypress Street
E/W: Imperial Highway
Weather: Sunny

File Name : LHACYIMPM
Site Code : 11011001
Start Date : 1/12/2011
Page No : 1

Groups Printed- Total Volume

	Cypress Street Southbound			Imperial Highway Westbound			Imperial Highway Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	32	20	52	346	27	373	20	279	299	724
04:15 PM	24	8	32	309	19	328	18	312	330	690
04:30 PM	26	17	43	350	22	372	16	281	297	712
04:45 PM	21	28	49	286	22	308	15	334	349	706
Total	103	73	176	1291	90	1381	69	1206	1275	2832
05:00 PM	23	36	59	380	24	404	16	277	293	756
05:15 PM	30	26	56	295	70	365	24	336	360	781
05:30 PM	22	27	49	347	19	366	20	304	324	739
05:45 PM	18	18	36	293	30	323	17	312	329	688
Total	93	107	200	1315	143	1458	77	1229	1306	2964
Grand Total	196	180	376	2606	233	2839	146	2435	2581	5796
Apprch %	52.1	47.9		91.8	8.2		5.7	94.3		
Total %	3.4	3.1	6.5	45	4	49	2.5	42	44.5	

	Cypress Street Southbound			Imperial Highway Westbound			Imperial Highway Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	21	28	49	286	22	308	15	334	349	706
05:00 PM	23	**36**	**59**	**380**	24	**404**	16	277	293	756
05:15 PM	**30**	26	56	295	**70**	365	**24**	**336**	**360**	**781**
05:30 PM	22	27	49	347	19	366	20	304	324	739
Total Volume	96	117	213	1308	135	1443	75	1251	1326	2982
% App. Total	45.1	54.9		90.6	9.4		5.7	94.3		
PHF	.800	.813	.903	.861	.482	.893	.781	.931	.921	.955

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City of La Habra
N/S: Cypress Street
E/W: Imperial Highway
Weather: Sunny

File Name : LHACYIMPM
Site Code : 11011001
Start Date : 1/12/2011
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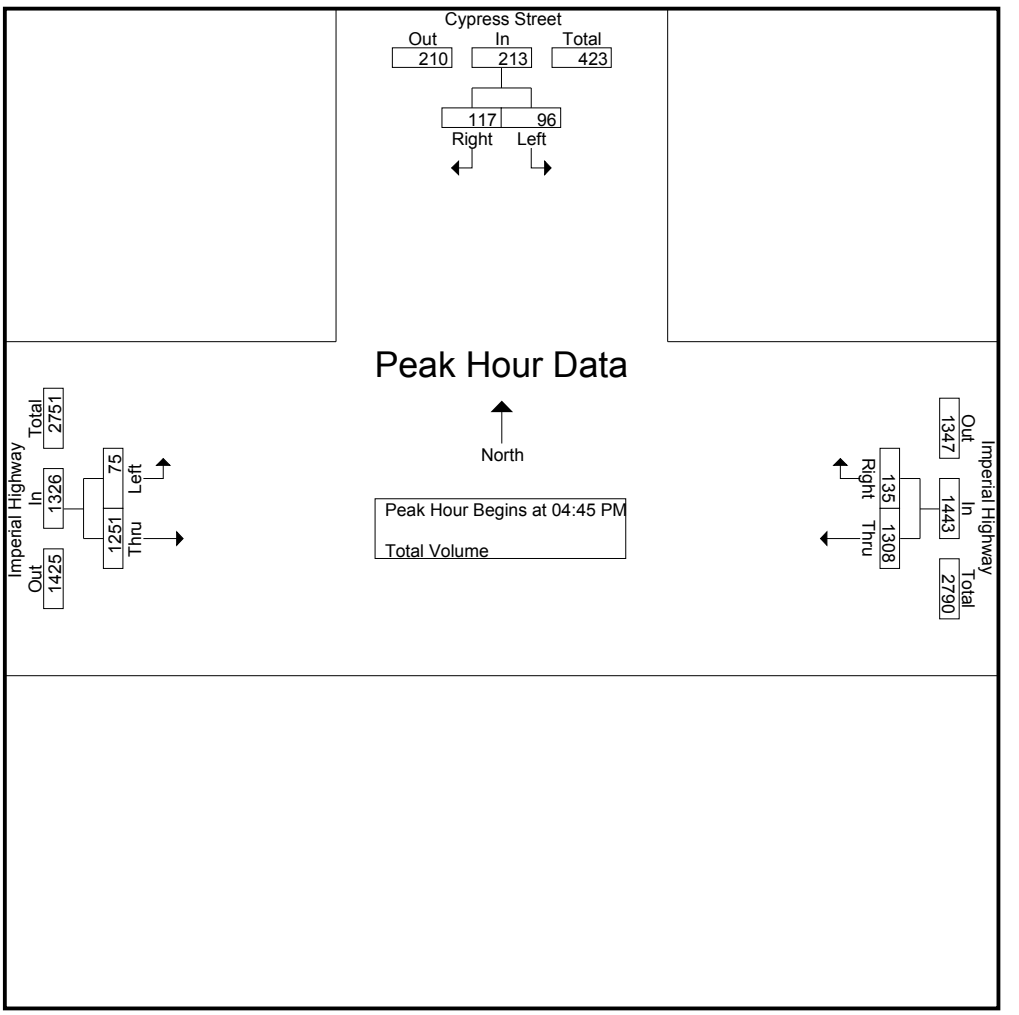

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			05:00 PM			04:45 PM		
+0 mins.	21	28	49	**380**	24	**404**	15	334	349
+15 mins.	23	**36**	**59**	295	**70**	365	16	277	293
+30 mins.	**30**	26	56	347	19	366	**24**	**336**	**360**
+45 mins.	22	27	49	293	30	323	20	304	324
Total Volume	96	117	213	1315	143	1458	75	1251	1326
% App. Total	45.1	54.9		90.2	9.8		5.7	94.3	
PHF	.800	.813	.903	.865	.511	.902	.781	.931	.921

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City of La Habra
N/S: Cypress Street
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHACYLHAM
Site Code : 11011178
Start Date : 1/11/2011
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Groups Printed- Total Volume

	Cypress Street Southbound				La Habra Boulevard Westbound				Cypress Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	20	11	48	2	199	3	204	4	5	10	19	9	128	5	142	413
07:15 AM	22	26	9	57	7	216	4	227	4	6	4	14	5	154	7	166	464
07:30 AM	23	29	18	70	11	242	6	259	3	12	3	18	5	166	8	179	526
07:45 AM	14	40	18	72	10	212	11	233	3	10	13	26	7	176	9	192	523
Total	76	115	56	247	30	869	24	923	14	33	30	77	26	624	29	679	1926
08:00 AM	13	24	13	50	4	180	5	189	1	19	14	34	7	152	5	164	437
08:15 AM	15	35	5	55	5	134	5	144	2	15	8	25	13	126	10	149	373
08:30 AM	21	21	7	49	7	148	14	169	9	16	4	29	10	132	5	147	394
08:45 AM	25	26	9	60	4	147	12	163	9	22	10	41	9	117	3	129	393
Total	74	106	34	214	20	609	36	665	21	72	36	129	39	527	23	589	1597
Grand Total	150	221	90	461	50	1478	60	1588	35	105	66	206	65	1151	52	1268	3523
Apprch %	32.5	47.9	19.5		3.1	93.1	3.8		17	51	32		5.1	90.8	4.1		
Total %	4.3	6.3	2.6	13.1	1.4	42	1.7	45.1	1	3	1.9	5.8	1.8	32.7	1.5	36	

	Cypress Street Southbound				La Habra Boulevard Westbound				Cypress Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	22	26	9	57	7	216	4	227	**4**	6	4	14	5	154	7	166	464
07:30 AM	**23**	29	**18**	70	**11**	**242**	6	**259**	3	12	3	18	5	166	8	179	**526**
07:45 AM	14	**40**	18	**72**	10	212	**11**	233	3	10	13	26	**7**	**176**	**9**	**192**	523
08:00 AM	13	24	13	50	4	180	5	189	1	**19**	**14**	**34**	7	152	5	164	437
Total Volume	72	119	58	249	32	850	26	908	11	47	34	92	24	648	29	701	1950
% App. Total	28.9	47.8	23.3		3.5	93.6	2.9		12	51.1	37		3.4	92.4	4.1		
PHF	.783	.744	.806	.865	.727	.878	.591	.876	.688	.618	.607	.676	.857	.920	.806	.913	.927

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Weather: Sunny

File Name : LHACYLHAM
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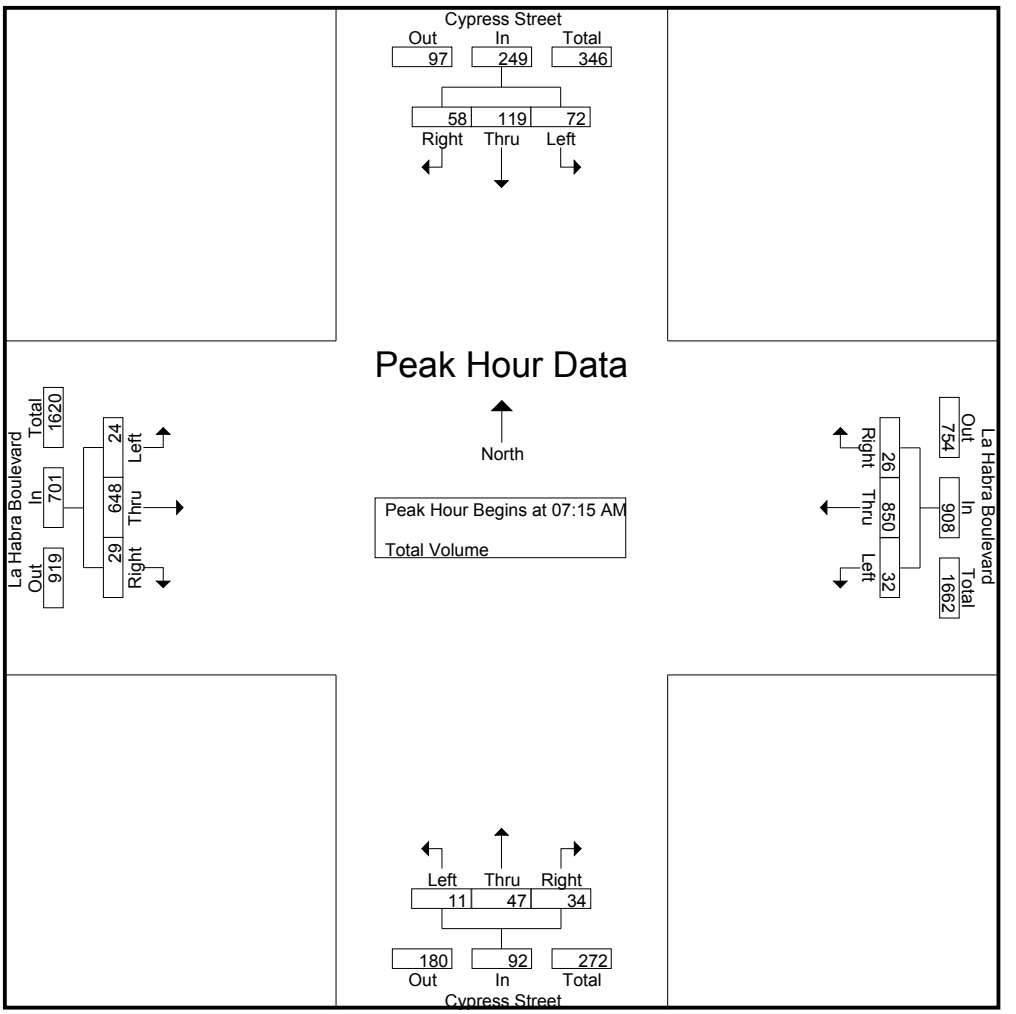

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				08:00 AM				07:15 AM			
+0 mins.	22	26	9	57	2	199	3	204	1	19	**14**	34	5	154	7	166
+15 mins.	**23**	29	**18**	70	7	216	4	227	2	15	8	25	5	166	8	179
+30 mins.	14	**40**	18	**72**	**11**	**242**	6	**259**	**9**	16	4	29	**7**	**176**	**9**	**192**
+45 mins.	13	24	13	50	10	212	**11**	233	9	**22**	10	**41**	7	152	5	164
Total Volume	72	119	58	249	30	869	24	923	21	72	36	129	24	648	29	701
% App. Total	28.9	47.8	23.3		3.3	94.1	2.6		16.3	55.8	27.9		3.4	92.4	4.1	
PHF	.783	.744	.806	.865	.682	.898	.545	.891	.583	.818	.643	.787	.857	.920	.806	.913

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City of La Habra
N/S: Cypress Street
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Weather: Sunny

File Name : LHACYLHPM
Site Code : 11011178
Start Date : 1/11/2011
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Groups Printed- Total Volume

	Cypress Street Southbound				La Habra Boulevard Westbound				Cypress Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	17	12	38	6	221	11	238	11	38	21	70	15	217	7	239	585
04:15 PM	13	17	14	44	8	208	16	232	8	42	28	78	9	220	6	235	589
04:30 PM	12	20	5	37	4	232	14	250	9	38	26	73	14	229	6	249	609
04:45 PM	11	21	11	43	3	180	17	200	6	37	12	55	20	238	5	263	561
Total	45	75	42	162	21	841	58	920	34	155	87	276	58	904	24	986	2344
05:00 PM	11	22	9	42	5	235	28	268	10	44	24	78	9	233	12	254	642
05:15 PM	12	21	6	39	5	203	19	227	4	45	15	64	7	226	5	238	568
05:30 PM	18	12	9	39	4	215	20	239	7	41	18	66	15	230	8	253	597
05:45 PM	17	10	14	41	7	206	29	242	12	37	18	67	22	218	7	247	597
Total	58	65	38	161	21	859	96	976	33	167	75	275	53	907	32	992	2404
Grand Total	103	140	80	323	42	1700	154	1896	67	322	162	551	111	1811	56	1978	4748
Apprch %	31.9	43.3	24.8		2.2	89.7	8.1		12.2	58.4	29.4		5.6	91.6	2.8		
Total %	2.2	2.9	1.7	6.8	0.9	35.8	3.2	39.9	1.4	6.8	3.4	11.6	2.3	38.1	1.2	41.7	

	Cypress Street Southbound				La Habra Boulevard Westbound				Cypress Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	11	**22**	9	**42**	5	**235**	28	**268**	10	44	**24**	**78**	9	**233**	**12**	**254**	**642**
05:15 PM	12	21	6	39	5	203	19	227	4	**45**	15	64	7	226	5	238	568
05:30 PM	**18**	12	9	39	4	215	20	239	7	41	18	66	15	230	8	253	597
05:45 PM	17	10	**14**	41	**7**	206	**29**	242	**12**	37	18	67	**22**	218	7	247	597
Total Volume	58	65	38	161	21	859	96	976	33	167	75	275	53	907	32	992	2404
% App. Total	36	40.4	23.6		2.2	88	9.8		12	60.7	27.3		5.3	91.4	3.2		
PHF	.806	.739	.679	.958	.750	.914	.828	.910	.688	.928	.781	.881	.602	.973	.667	.976	.936

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City of La Habra
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File Name : LHACYLHPM
Site Code : 11011178
Start Date : 1/11/2011
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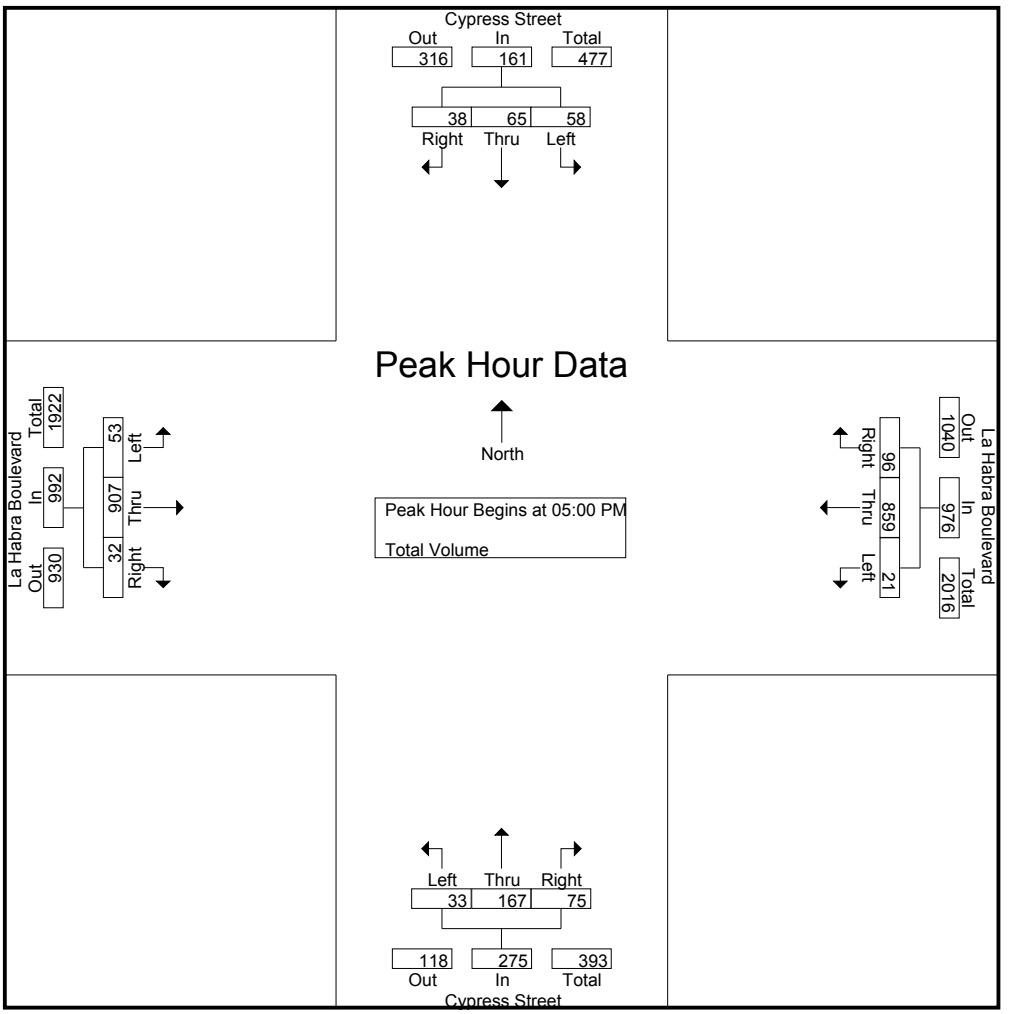

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:15 PM				04:45 PM			
+0 mins.	**13**	17	**14**	**44**	5	**235**	28	**268**	8	42	**28**	**78**	**20**	**238**	5	**263**
+15 mins.	12	20	5	37	5	203	19	227	9	38	26	73	9	233	**12**	254
+30 mins.	11	21	11	43	4	215	20	239	6	37	12	55	7	226	5	238
+45 mins.	11	**22**	9	42	**7**	206	**29**	242	**10**	**44**	24	78	15	230	8	253
Total Volume	47	80	39	166	21	859	96	976	33	161	90	284	51	927	30	1008
% App. Total	28.3	48.2	23.5		2.2	88	9.8		11.6	56.7	31.7		5.1	92	3	
PHF	.904	.909	.696	.943	.750	.914	.828	.910	.825	.915	.804	.910	.638	.974	.625	.958

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City of La Habra
N/S: Cypress Street
E/W: Lambert Road
Weather: Sunny

File Name : LHACYLAAM
Site Code : 11011149
Start Date : 1/11/2011
Page No : 1

Groups Printed- Total Volume

	Cypress Street Southbound				Lambert Road Westbound				Cypress Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	21	11	44	22	298	1	321	2	9	11	22	9	306	4	319	706
07:15 AM	10	12	6	28	19	348	9	376	4	6	21	31	10	370	6	386	821
07:30 AM	12	28	10	50	23	382	11	416	2	8	17	27	7	333	7	347	840
07:45 AM	13	22	20	55	21	256	5	282	4	11	11	26	16	363	14	393	756
Total	47	83	47	177	85	1284	26	1395	12	34	60	106	42	1372	31	1445	3123
08:00 AM	10	20	8	38	16	274	12	302	1	11	14	26	14	284	8	306	672
08:15 AM	12	23	7	42	9	251	6	266	3	10	12	25	8	292	6	306	639
08:30 AM	6	27	7	40	16	223	11	250	1	5	9	15	15	249	5	269	574
08:45 AM	4	19	10	33	30	190	10	230	2	11	7	20	17	220	11	248	531
Total	32	89	32	153	71	938	39	1048	7	37	42	86	54	1045	30	1129	2416
Grand Total	79	172	79	330	156	2222	65	2443	19	71	102	192	96	2417	61	2574	5539
Apprch %	23.9	52.1	23.9		6.4	91	2.7		9.9	37	53.1		3.7	93.9	2.4		
Total %	1.4	3.1	1.4	6	2.8	40.1	1.2	44.1	0.3	1.3	1.8	3.5	1.7	43.6	1.1	46.5	

	Cypress Street Southbound				Lambert Road Westbound				Cypress Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	12	21	11	44	22	298	1	321	2	9	11	22	9	306	4	319	706
07:15 AM	10	12	6	28	19	348	9	376	**4**	6	**21**	**31**	10	**370**	6	386	821
07:30 AM	12	**28**	10	50	**23**	**382**	**11**	**416**	2	8	17	27	7	333	7	347	**840**
07:45 AM	**13**	22	**20**	**55**	21	256	5	282	4	**11**	11	26	**16**	363	**14**	**393**	756
Total Volume	47	83	47	177	85	1284	26	1395	12	34	60	106	42	1372	31	1445	3123
% App. Total	26.6	46.9	26.6		6.1	92	1.9		11.3	32.1	56.6		2.9	94.9	2.1		
PHF	.904	.741	.588	.805	.924	.840	.591	.838	.750	.773	.714	.855	.656	.927	.554	.919	.929

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City of La Habra
N/S: Cypress Street
E/W: Lambert Road
Weather: Sunny

File Name : LHACYLAAM
Site Code : 11011149
Start Date : 1/11/2011
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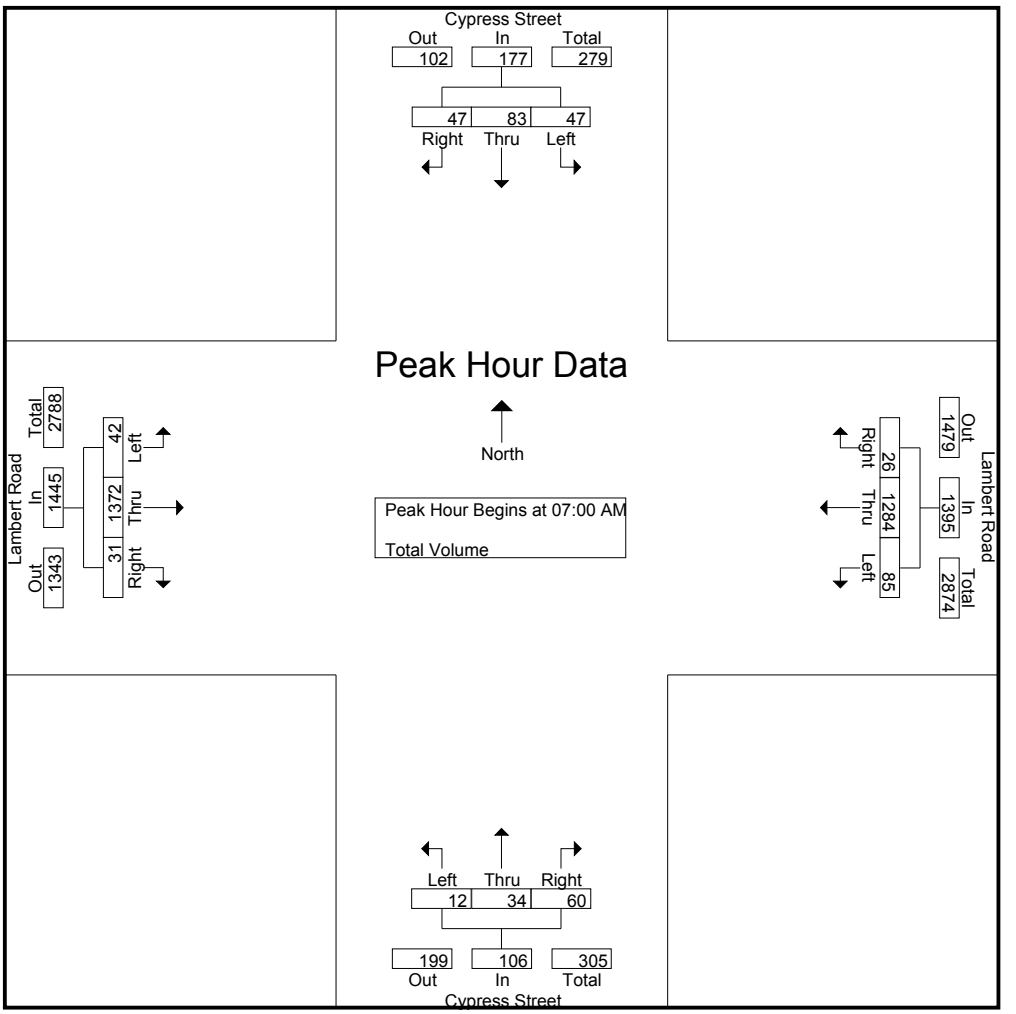

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:15 AM				07:00 AM			
+0 mins.	12	**28**	10	50	22	298	1	321	**4**	6	**21**	**31**	9	306	4	319
+15 mins.	**13**	22	**20**	**55**	19	348	9	376	2	8	17	27	10	**370**	6	386
+30 mins.	10	20	8	38	**23**	**382**	**11**	**416**	4	**11**	11	26	7	333	7	347
+45 mins.	12	23	7	42	21	256	5	282	1	11	14	26	**16**	363	**14**	**393**
Total Volume	47	93	45	185	85	1284	26	1395	11	36	63	110	42	1372	31	1445
% App. Total	25.4	50.3	24.3		6.1	92	1.9		10	32.7	57.3		2.9	94.9	2.1	
PHF	.904	.830	.563	.841	.924	.840	.591	.838	.688	.818	.750	.887	.656	.927	.554	.919

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City of La Habra
N/S: Cypress Street
E/W: Lambert Road
Weather: Sunny

File Name : LHACYLAPM
Site Code : 11011149
Start Date : 1/11/2011
Page No : 1

Groups Printed- Total Volume

	Cypress Street Southbound				Lambert Road Westbound				Cypress Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	21	14	47	19	311	18	348	5	29	31	65	20	281	2	303	763
04:15 PM	13	23	24	60	16	348	8	372	2	26	17	45	22	283	6	311	788
04:30 PM	10	21	13	44	18	379	9	406	4	31	15	50	14	287	6	307	807
04:45 PM	5	16	12	33	19	398	9	426	4	13	14	31	20	336	3	359	849
Total	40	81	63	184	72	1436	44	1552	15	99	77	191	76	1187	17	1280	3207
05:00 PM	12	26	18	56	14	397	13	424	2	29	14	45	14	303	9	326	851
05:15 PM	9	15	13	37	17	379	10	406	6	33	14	53	22	326	6	354	850
05:30 PM	10	8	13	31	18	375	15	408	8	30	17	55	14	285	8	307	801
05:45 PM	11	9	13	33	9	358	6	373	6	23	13	42	19	317	2	338	786
Total	42	58	57	157	58	1509	44	1611	22	115	58	195	69	1231	25	1325	3288
Grand Total	82	139	120	341	130	2945	88	3163	37	214	135	386	145	2418	42	2605	6495
Apprch %	24	40.8	35.2		4.1	93.1	2.8		9.6	55.4	35		5.6	92.8	1.6		
Total %	1.3	2.1	1.8	5.3	2	45.3	1.4	48.7	0.6	3.3	2.1	5.9	2.2	37.2	0.6	40.1	

	Cypress Street Southbound				Lambert Road Westbound				Cypress Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	10	21	13	44	18	379	9	406	4	31	**15**	50	14	287	6	307	807
04:45 PM	5	16	12	33	**19**	**398**	9	**426**	4	13	14	31	20	**336**	3	**359**	849
05:00 PM	**12**	**26**	**18**	**56**	14	397	**13**	424	2	29	14	45	14	303	**9**	326	**851**
05:15 PM	9	15	13	37	17	379	10	406	**6**	**33**	14	**53**	**22**	326	6	354	850
Total Volume	36	78	56	170	68	1553	41	1662	16	106	57	179	70	1252	24	1346	3357
% App. Total	21.2	45.9	32.9		4.1	93.4	2.5		8.9	59.2	31.8		5.2	93	1.8		
PHF	.750	.750	.778	.759	.895	.976	.788	.975	.667	.803	.950	.844	.795	.932	.667	.937	.986

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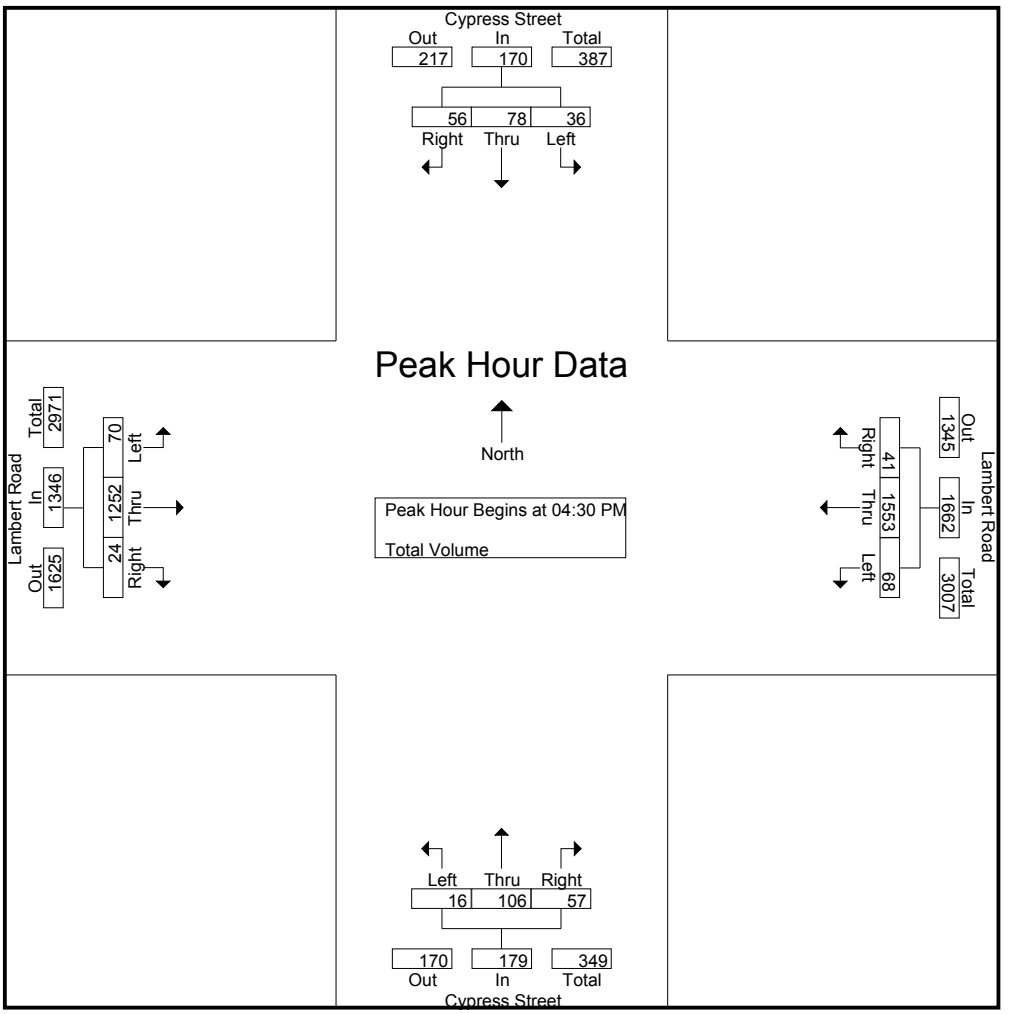
City of La Habra
N/S: Cypress Street
E/W: Lambert Road
Weather: Sunny

File Name : LHACYLAPM
Site Code : 11011149
Start Date : 1/11/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				05:00 PM				04:30 PM			
+0 mins.	**13**	23	**24**	**60**	**19**	**398**	9	**426**	2	29	14	45	14	287	6	307
+15 mins.	10	21	13	44	14	397	13	424	6	**33**	14	53	20	**336**	3	**359**
+30 mins.	5	16	12	33	17	379	10	406	**8**	30	**17**	**55**	14	303	**9**	326
+45 mins.	12	**26**	18	56	18	375	**15**	408	6	23	13	42	**22**	326	6	354
Total Volume	40	86	67	193	68	1549	47	1664	22	115	58	195	70	1252	24	1346
% App. Total	20.7	44.6	34.7		4.1	93.1	2.8		11.3	59	29.7		5.2	93	1.8	
PHF	.769	.827	.698	.804	.895	.973	.783	.977	.688	.871	.853	.886	.795	.932	.667	.937

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City of La Habra
N/S: Cypress Street
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHACYWHAM
Site Code : 11011083
Start Date : 1/11/2011
Page No : 1

Groups Printed- Total Volume

	Cypress Street Southbound				Whittier Boulevard Westbound				Cypress Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	11	11	36	6	257	9	272	14	3	4	21	7	162	11	180	509
07:15 AM	21	11	18	50	14	366	7	387	8	4	9	21	4	238	7	249	707
07:30 AM	25	13	35	73	21	334	10	365	17	2	6	25	11	214	13	238	701
07:45 AM	20	15	17	52	21	332	12	365	20	6	11	37	19	230	18	267	721
Total	80	50	81	211	62	1289	38	1389	59	15	30	104	41	844	49	934	2638
08:00 AM	17	16	24	57	19	304	13	336	20	4	13	37	17	222	16	255	685
08:15 AM	13	14	19	46	16	321	14	351	13	9	13	35	6	230	12	248	680
08:30 AM	20	11	14	45	31	306	9	346	14	12	22	48	10	205	8	223	662
08:45 AM	10	16	19	45	10	240	7	257	12	10	13	35	10	189	12	211	548
Total	60	57	76	193	76	1171	43	1290	59	35	61	155	43	846	48	937	2575
Grand Total	140	107	157	404	138	2460	81	2679	118	50	91	259	84	1690	97	1871	5213
Apprch %	34.7	26.5	38.9		5.2	91.8	3		45.6	19.3	35.1		4.5	90.3	5.2		
Total %	2.7	2.1	3	7.7	2.6	47.2	1.6	51.4	2.3	1	1.7	5	1.6	32.4	1.9	35.9	

	Cypress Street Southbound				Whittier Boulevard Westbound				Cypress Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	21	11	18	50	14	**366**	7	**387**	8	4	9	21	4	**238**	7	249	707
07:30 AM	**25**	13	**35**	**73**	**21**	334	10	365	17	2	6	25	11	214	13	238	701
07:45 AM	20	15	17	52	21	332	12	365	**20**	**6**	11	**37**	**19**	230	**18**	**267**	**721**
08:00 AM	17	**16**	24	57	19	304	**13**	336	20	4	**13**	37	17	222	16	255	685
Total Volume	83	55	94	232	75	1336	42	1453	65	16	39	120	51	904	54	1009	2814
% App. Total	35.8	23.7	40.5		5.2	91.9	2.9		54.2	13.3	32.5		5.1	89.6	5.4		
PHF	.830	.859	.671	.795	.893	.913	.808	.939	.813	.667	.750	.811	.671	.950	.750	.945	.976

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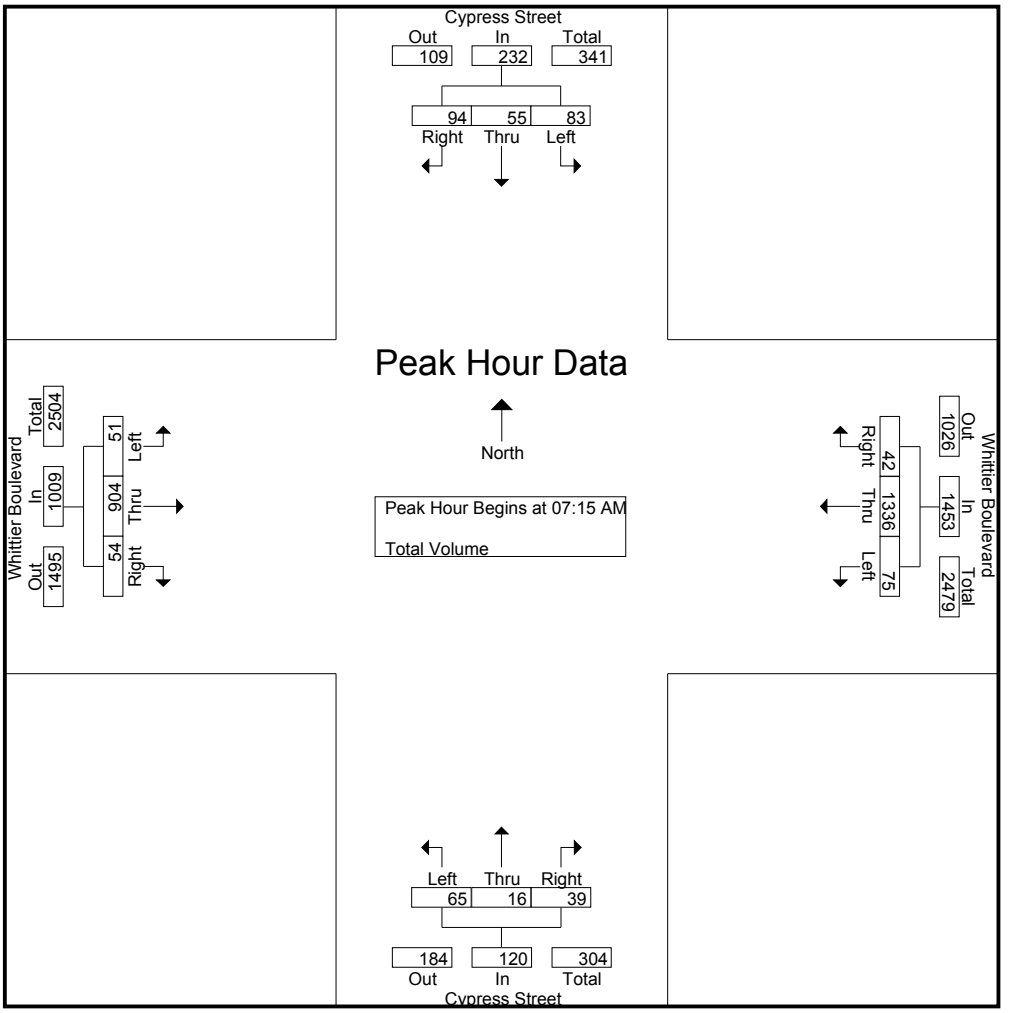
City of La Habra
N/S: Cypress Street
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHACYWHAM
Site Code : 11011083
Start Date : 1/11/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:45 AM				07:15 AM			
+0 mins.	21	11	18	50	14	**366**	7	**387**	**20**	6	11	37	4	**238**	7	249
+15 mins.	**25**	13	**35**	**73**	**21**	334	10	365	20	4	13	37	11	214	13	238
+30 mins.	20	15	17	52	21	332	12	365	13	9	13	35	**19**	230	**18**	**267**
+45 mins.	17	**16**	24	57	19	304	**13**	336	14	**12**	**22**	**48**	17	222	16	255
Total Volume	83	55	94	232	75	1336	42	1453	67	31	59	157	51	904	54	1009
% App. Total	35.8	23.7	40.5		5.2	91.9	2.9		42.7	19.7	37.6		5.1	89.6	5.4	
PHF	.830	.859	.671	.795	.893	.913	.808	.939	.838	.646	.670	.818	.671	.950	.750	.945

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City of La Habra
N/S: Cypress Street
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHACYWHPM
Site Code : 11011083
Start Date : 1/11/2011
Page No : 1

Groups Printed- Total Volume

	Cypress Street Southbound				Whittier Boulevard Westbound				Cypress Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	20	6	14	40	15	240	20	275	27	11	28	66	18	292	14	324	705
04:15 PM	14	17	8	39	11	243	17	271	22	17	27	66	21	313	6	340	716
04:30 PM	14	12	9	35	8	262	17	287	20	15	23	58	20	337	8	365	745
04:45 PM	15	8	15	38	8	252	17	277	18	18	24	60	18	361	17	396	771
Total	63	43	46	152	42	997	71	1110	87	61	102	250	77	1303	45	1425	2937
05:00 PM	23	11	9	43	11	246	19	276	23	19	26	68	19	386	12	417	804
05:15 PM	21	11	13	45	5	274	19	298	22	14	30	66	16	358	16	390	799
05:30 PM	19	11	12	42	11	259	27	297	24	16	26	66	16	372	9	397	802
05:45 PM	18	9	5	32	9	286	19	314	32	17	31	80	18	362	12	392	818
Total	81	42	39	162	36	1065	84	1185	101	66	113	280	69	1478	49	1596	3223
Grand Total	144	85	85	314	78	2062	155	2295	188	127	215	530	146	2781	94	3021	6160
Apprch %	45.9	27.1	27.1		3.4	89.8	6.8		35.5	24	40.6		4.8	92.1	3.1		
Total %	2.3	1.4	1.4	5.1	1.3	33.5	2.5	37.3	3.1	2.1	3.5	8.6	2.4	45.1	1.5	49	

	Cypress Street Southbound				Whittier Boulevard Westbound				Cypress Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**23**	**11**	9	43	**11**	246	19	276	23	**19**	26	68	**19**	**386**	12	**417**	804
05:15 PM	21	11	**13**	**45**	5	274	19	298	22	14	30	66	16	358	**16**	390	799
05:30 PM	19	11	12	42	11	259	**27**	297	24	16	26	66	16	372	9	397	802
05:45 PM	18	9	5	32	9	**286**	19	**314**	**32**	17	**31**	**80**	18	362	12	392	**818**
Total Volume	81	42	39	162	36	1065	84	1185	101	66	113	280	69	1478	49	1596	3223
% App. Total	50	25.9	24.1		3	89.9	7.1		36.1	23.6	40.4		4.3	92.6	3.1		
PHF	.880	.955	.750	.900	.818	.931	.778	.943	.789	.868	.911	.875	.908	.957	.766	.957	.985

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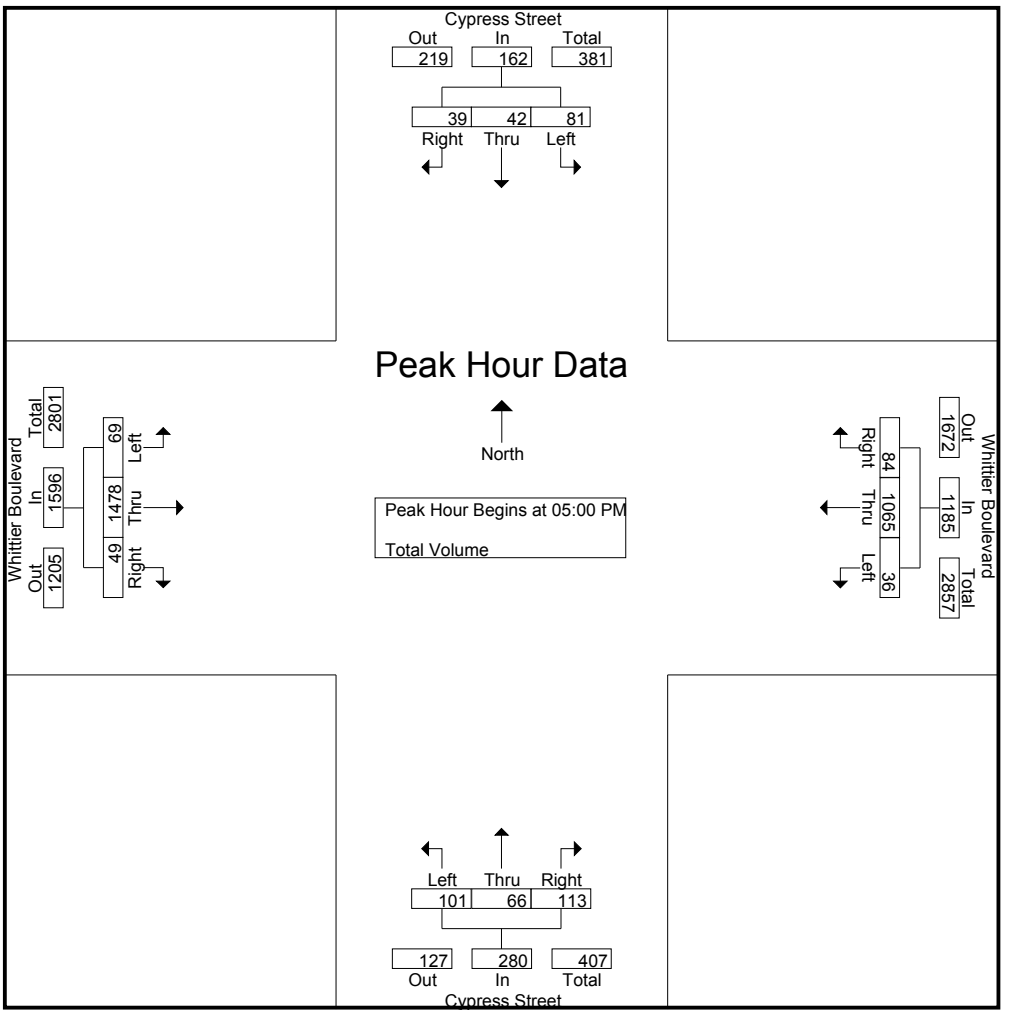
City of La Habra
N/S: Cypress Street
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHACYWHPM
Site Code : 11011083
Start Date : 1/11/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	15	8	**15**	38	**11**	246	19	276	23	**19**	26	68	18	361	**17**	396
+15 mins.	**23**	**11**	9	43	5	274	19	298	22	14	30	66	**19**	**386**	12	**417**
+30 mins.	21	11	13	**45**	11	259	**27**	297	24	16	26	66	16	358	16	390
+45 mins.	19	11	12	42	9	**286**	19	**314**	**32**	17	**31**	**80**	16	372	9	397
Total Volume	78	41	49	168	36	1065	84	1185	101	66	113	280	69	1477	54	1600
% App. Total	46.4	24.4	29.2		3	89.9	7.1		36.1	23.6	40.4		4.3	92.3	3.4	
PHF	.848	.932	.817	.933	.818	.931	.778	.943	.789	.868	.911	.875	.908	.957	.794	.959

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City of La Habra
N/S: Euclid Street
E/W: Imperial Highway
Weather: Sunny

File Name : LHAEUIMAM
Site Code : 11011001
Start Date : 1/12/2011

Groups Printed- Total Volume

	Euclid Street Southbound				Imperial Highway Westbound				Euclid Street Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	28	110	8	146	31	263	12	306	27	66	23	116	6	180	36	222	790
07:15 AM	21	142	3	166	29	297	9	335	35	80	29	144	7	206	37	250	895
07:30 AM	38	185	8	231	42	329	15	386	34	90	37	161	5	222	45	272	1050
07:45 AM	26	194	12	232	46	257	8	311	49	105	31	185	17	223	58	298	1026
Total	113	631	31	775	148	1146	44	1338	145	341	120	606	35	831	176	1042	3761
08:00 AM	20	172	3	195	43	266	21	330	33	105	32	170	14	206	36	256	951
08:15 AM	26	169	10	205	41	239	16	296	38	105	34	177	16	193	33	242	920
08:30 AM	16	119	6	141	34	215	5	254	42	88	38	168	8	206	42	256	819
08:45 AM	14	103	12	129	35	130	8	173	24	73	29	126	10	147	23	180	608
Total	76	563	31	670	153	850	50	1053	137	371	133	641	48	752	134	934	3298
Grand Total	189	1194	62	1445	301	1996	94	2391	282	712	253	1247	83	1583	310	1976	7059
Apprch %	13.1	82.6	4.3		12.6	83.5	3.9		22.6	57.1	20.3		4.2	80.1	15.7		
Total %	2.7	16.9	0.9	20.5	4.3	28.3	1.3	33.9	4	10.1	3.6	17.7	1.2	22.4	4.4	28	

	Euclid Street Southbound				Imperial Highway Westbound				Euclid Street Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**38**	185	8	231	42	**329**	15	**386**	34	90	**37**	161	5	222	45	272	**1050**
07:45 AM	26	**194**	**12**	**232**	**46**	257	8	311	**49**	**105**	31	**185**	**17**	**223**	**58**	**298**	1026
08:00 AM	20	172	3	195	43	266	**21**	330	33	105	32	170	14	206	36	256	951
08:15 AM	26	169	10	205	41	239	16	296	38	105	34	177	16	193	33	242	920
Total Volume	110	720	33	863	172	1091	60	1323	154	405	134	693	52	844	172	1068	3947
% App. Total	12.7	83.4	3.8		13	82.5	4.5		22.2	58.4	19.3		4.9	79	16.1		
PHF	.724	.928	.688	.930	.935	.829	.714	.857	.786	.964	.905	.936	.765	.946	.741	.896	.940

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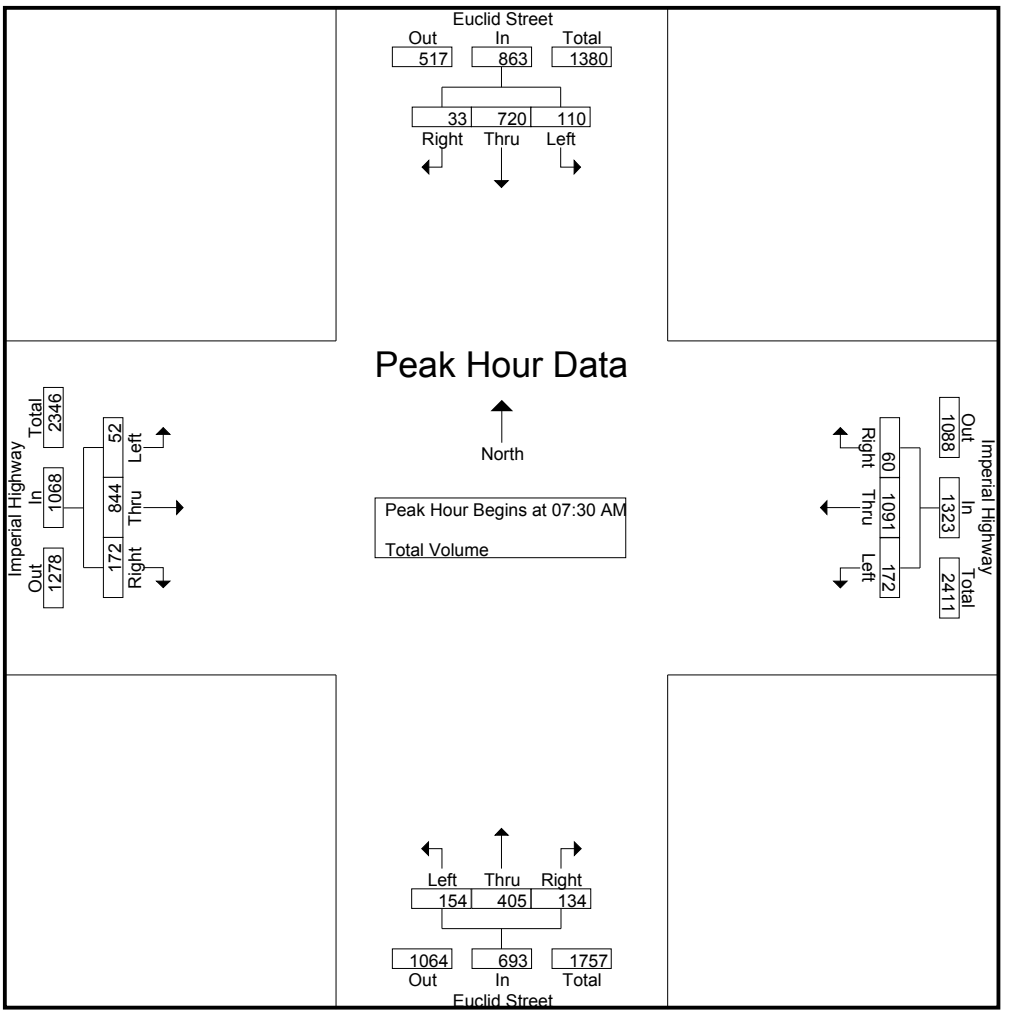
City of La Habra
N/S: Euclid Street
E/W: Imperial Highway
Weather: Sunny

File Name : LHAEUIMAM
Site Code : 11011001
Start Date : 1/12/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:45 AM				07:15 AM			
+0 mins.	**38**	185	8	231	29	297	9	335	**49**	**105**	31	**185**	7	206	37	250
+15 mins.	26	**194**	**12**	**232**	42	**329**	15	**386**	33	105	32	170	5	222	45	272
+30 mins.	20	172	3	195	**46**	257	8	311	38	105	34	177	**17**	**223**	**58**	**298**
+45 mins.	26	169	10	205	43	266	**21**	330	42	88	**38**	168	14	206	36	256
Total Volume	110	720	33	863	160	1149	53	1362	162	403	135	700	43	857	176	1076
% App. Total	12.7	83.4	3.8		11.7	84.4	3.9		23.1	57.6	19.3		4	79.6	16.4	
PHF	.724	.928	.688	.930	.870	.873	.631	.882	.827	.960	.888	.946	.632	.961	.759	.903

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City of La Habra
N/S: Euclid Street
E/W: Imperial Highway
Weather: Sunny

File Name : LHAEUIMPM
Site Code : 11011001
Start Date : 1/12/2011
Page No : 1

Groups Printed- Total Volume

	Euclid Street Southbound				Imperial Highway Westbound				Euclid Street Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	110	26	145	45	318	14	377	42	126	33	201	34	303	41	378	1101
04:15 PM	18	80	13	111	40	257	32	329	50	157	41	248	24	273	32	329	1017
04:30 PM	23	104	20	147	38	306	22	366	42	99	26	167	17	276	35	328	1008
04:45 PM	23	120	12	155	40	283	26	349	74	171	38	283	35	284	52	371	1158
Total	73	414	71	558	163	1164	94	1421	208	553	138	899	110	1136	160	1406	4284
05:00 PM	17	103	13	133	53	340	22	415	64	141	43	248	30	289	31	350	1146
05:15 PM	18	114	21	153	45	292	17	354	102	174	52	328	26	273	27	326	1161
05:30 PM	14	116	22	152	43	311	24	378	62	143	35	240	43	310	40	393	1163
05:45 PM	18	120	30	168	38	279	22	339	71	141	45	257	39	291	51	381	1145
Total	67	453	86	606	179	1222	85	1486	299	599	175	1073	138	1163	149	1450	4615
Grand Total	140	867	157	1164	342	2386	179	2907	507	1152	313	1972	248	2299	309	2856	8899
Apprch %	12	74.5	13.5		11.8	82.1	6.2		25.7	58.4	15.9		8.7	80.5	10.8		
Total %	1.6	9.7	1.8	13.1	3.8	26.8	2	32.7	5.7	12.9	3.5	22.2	2.8	25.8	3.5	32.1	

	Euclid Street Southbound				Imperial Highway Westbound				Euclid Street Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**23**	**120**	12	**155**	40	283	**26**	349	74	171	38	283	35	284	**52**	371	1158
05:00 PM	17	103	13	133	**53**	**340**	22	**415**	64	141	43	248	30	289	31	350	1146
05:15 PM	18	114	21	153	45	292	17	354	**102**	**174**	**52**	**328**	26	273	27	326	1161
05:30 PM	14	116	**22**	152	43	311	24	378	62	143	35	240	**43**	**310**	40	**393**	**1163**
Total Volume	72	453	68	593	181	1226	89	1496	302	629	168	1099	134	1156	150	1440	4628
% App. Total	12.1	76.4	11.5		12.1	82	5.9		27.5	57.2	15.3		9.3	80.3	10.4		
PHF	.783	.944	.773	.956	.854	.901	.856	.901	.740	.904	.808	.838	.779	.932	.721	.916	.995

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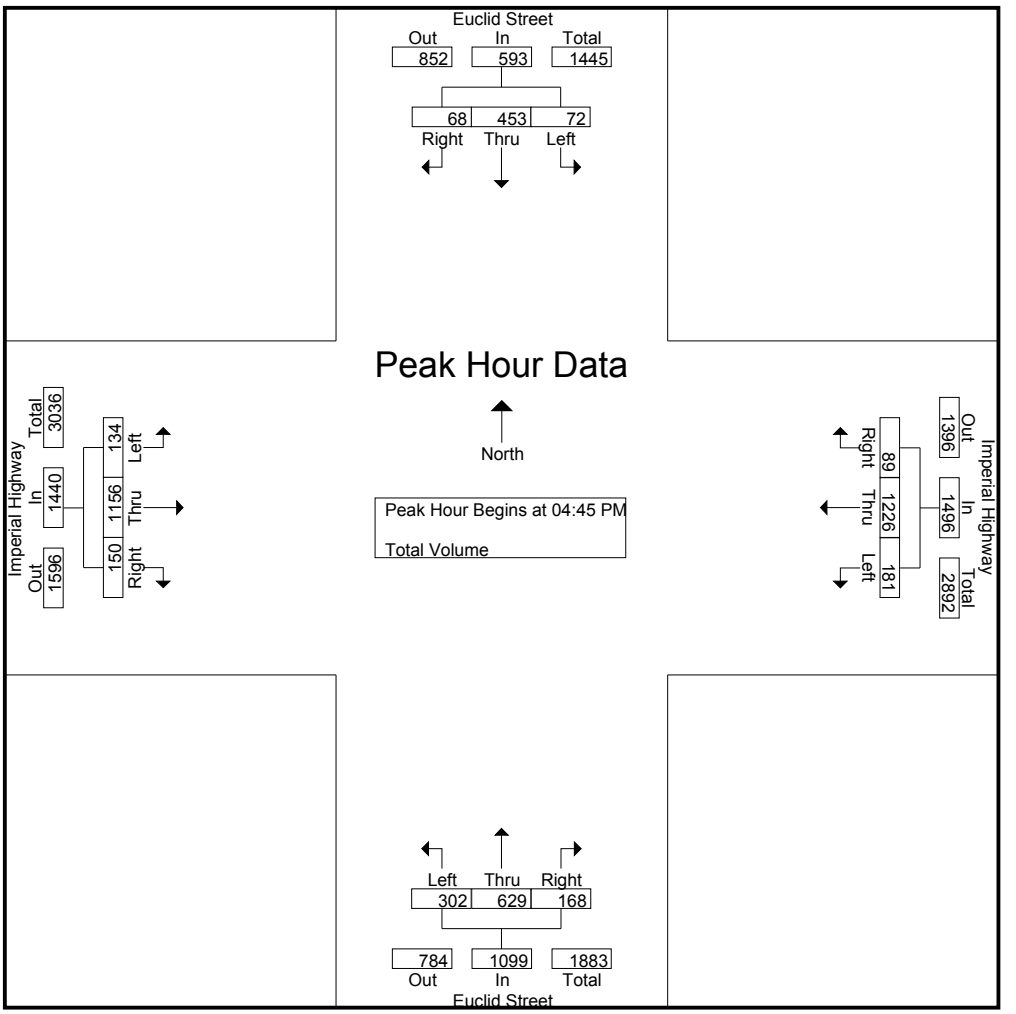
City of La Habra
N/S: Euclid Street
E/W: Imperial Highway
Weather: Sunny

File Name : LHAEUIMPM
Site Code : 11011001
Start Date : 1/12/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:45 PM				05:00 PM			
+0 mins.	17	103	13	133	40	283	**26**	349	74	171	38	283	30	289	31	350
+15 mins.	**18**	114	21	153	**53**	**340**	22	**415**	64	141	43	248	26	273	27	326
+30 mins.	14	116	22	152	45	292	17	354	**102**	**174**	**52**	**328**	**43**	**310**	40	**393**
+45 mins.	18	**120**	**30**	**168**	43	311	24	378	62	143	35	240	39	291	**51**	381
Total Volume	67	453	86	606	181	1226	89	1496	302	629	168	1099	138	1163	149	1450
% App. Total	11.1	74.8	14.2		12.1	82	5.9		27.5	57.2	15.3		9.5	80.2	10.3	
PHF	.931	.944	.717	.902	.854	.901	.856	.901	.740	.904	.808	.838	.802	.938	.730	.922

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City of La Habra
N/S: Euclid Street
E/W: La Habra Boulevard
Weather: Sunny

File Name : 0430112AM
Site Code : 11011043
Start Date : 1/12/2011
Page No : 1

Groups Printed- Total Volume

	Euclid Street Southbound				La Habra Boulevard Westbound				Euclid Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	60	14	85	23	182	11	216	15	39	17	71	7	123	21	151	523
07:15 AM	13	95	12	120	21	194	6	221	23	58	25	106	12	137	27	176	623
07:30 AM	24	99	9	132	26	226	9	261	39	66	19	124	16	121	39	176	693
07:45 AM	17	95	13	125	15	187	15	217	22	60	23	105	21	167	43	231	678
Total	65	349	48	462	85	789	41	915	99	223	84	406	56	548	130	734	2517
08:00 AM	10	93	11	114	23	152	12	187	16	47	21	84	11	121	18	150	535
08:15 AM	10	71	13	94	15	108	11	134	10	50	17	77	21	113	25	159	464
08:30 AM	10	62	12	84	24	167	12	203	20	47	14	81	15	99	20	134	502
08:45 AM	12	44	8	64	26	138	16	180	21	56	15	92	25	105	18	148	484
Total	42	270	44	356	88	565	51	704	67	200	67	334	72	438	81	591	1985
Grand Total	107	619	92	818	173	1354	92	1619	166	423	151	740	128	986	211	1325	4502
Apprch %	13.1	75.7	11.2		10.7	83.6	5.7		22.4	57.2	20.4		9.7	74.4	15.9		
Total %	2.4	13.7	2	18.2	3.8	30.1	2	36	3.7	9.4	3.4	16.4	2.8	21.9	4.7	29.4	

	Euclid Street Southbound				La Habra Boulevard Westbound				Euclid Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	13	95	12	120	21	194	6	221	23	58	**25**	106	12	137	27	176	623
07:30 AM	**24**	**99**	9	**132**	**26**	**226**	9	**261**	**39**	**66**	19	**124**	16	121	39	176	**693**
07:45 AM	17	95	**13**	125	15	187	**15**	217	22	60	23	105	**21**	**167**	**43**	**231**	678
08:00 AM	10	93	11	114	23	152	12	187	16	47	21	84	11	121	18	150	535
Total Volume	64	382	45	491	85	759	42	886	100	231	88	419	60	546	127	733	2529
% App. Total	13	77.8	9.2		9.6	85.7	4.7		23.9	55.1	21		8.2	74.5	17.3		
PHF	.667	.965	.865	.930	.817	.840	.700	.849	.641	.875	.880	.845	.714	.817	.738	.793	.912

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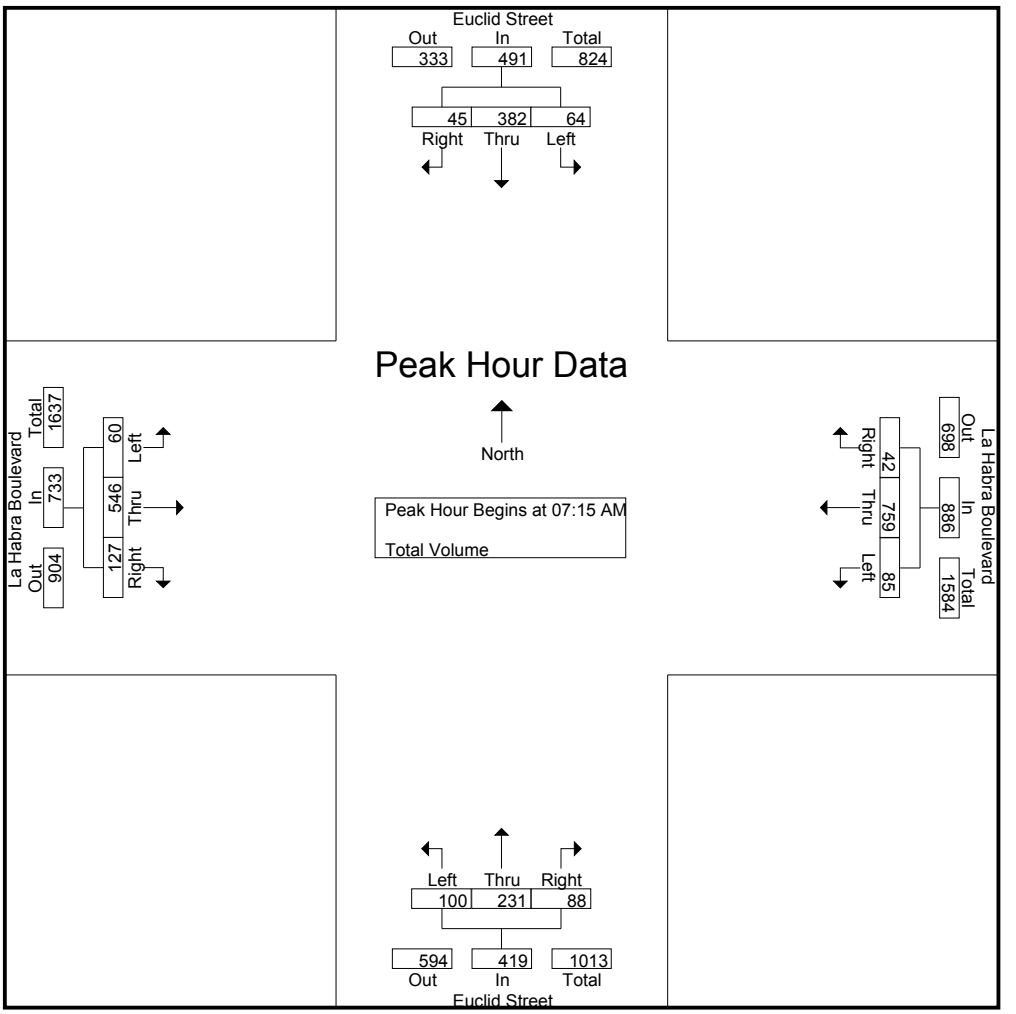
City of La Habra
N/S: Euclid Street
E/W: La Habra Boulevard
Weather: Sunny

File Name : 0430112AM
Site Code : 11011043
Start Date : 1/12/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:00 AM			
+0 mins.	13	95	12	120	23	182	11	216	23	58	**25**	106	7	123	21	151
+15 mins.	**24**	**99**	9	**132**	21	194	6	221	**39**	**66**	19	**124**	12	137	27	176
+30 mins.	17	95	**13**	125	**26**	**226**	9	**261**	22	60	23	105	16	121	39	176
+45 mins.	10	93	11	114	15	187	**15**	217	16	47	21	84	**21**	**167**	**43**	**231**
Total Volume	64	382	45	491	85	789	41	915	100	231	88	419	56	548	130	734
% App. Total	13	77.8	9.2		9.3	86.2	4.5		23.9	55.1	21		7.6	74.7	17.7	
PHF	.667	.965	.865	.930	.817	.873	.683	.876	.641	.875	.880	.845	.667	.820	.756	.794

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City of La Habra
N/S: Euclid Street
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAEULHPM
Site Code : 11011043
Start Date : 1/12/2011
Page No : 1

Groups Printed- Total Volume

	Euclid Street Southbound				La Habra Boulevard Westbound				Euclid Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	19	51	7	77	19	200	28	247	29	99	37	165	18	174	30	222	711
04:15 PM	21	57	17	95	18	188	19	225	33	93	36	162	27	211	30	268	750
04:30 PM	16	54	15	85	23	225	21	269	32	85	29	146	27	195	34	256	756
04:45 PM	16	52	11	79	23	196	23	242	46	124	24	194	19	187	36	242	757
Total	72	214	50	336	83	809	91	983	140	401	126	667	91	767	130	988	2974
05:00 PM	17	70	7	94	19	204	14	237	36	123	32	191	18	214	20	252	774
05:15 PM	12	78	8	98	25	192	23	240	36	121	22	179	27	222	26	275	792
05:30 PM	16	80	16	112	29	191	30	250	32	116	33	181	23	215	16	254	797
05:45 PM	10	55	12	77	12	197	19	228	35	109	28	172	29	183	18	230	707
Total	55	283	43	381	85	784	86	955	139	469	115	723	97	834	80	1011	3070
Grand Total	127	497	93	717	168	1593	177	1938	279	870	241	1390	188	1601	210	1999	6044
Apprch %	17.7	69.3	13		8.7	82.2	9.1		20.1	62.6	17.3		9.4	80.1	10.5		
Total %	2.1	8.2	1.5	11.9	2.8	26.4	2.9	32.1	4.6	14.4	4	23	3.1	26.5	3.5	33.1	

	Euclid Street Southbound				La Habra Boulevard Westbound				Euclid Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	16	52	11	79	23	196	23	242	**46**	**124**	24	**194**	19	187	**36**	242	757
05:00 PM	**17**	70	7	94	19	**204**	14	237	36	123	32	191	18	214	20	252	774
05:15 PM	12	78	8	98	25	192	23	240	36	121	22	179	**27**	**222**	26	**275**	792
05:30 PM	16	**80**	**16**	**112**	**29**	191	**30**	**250**	32	116	**33**	181	23	215	16	254	**797**
Total Volume	61	280	42	383	96	783	90	969	150	484	111	745	87	838	98	1023	3120
% App. Total	15.9	73.1	11		9.9	80.8	9.3		20.1	65	14.9		8.5	81.9	9.6		
PHF	.897	.875	.656	.855	.828	.960	.750	.969	.815	.976	.841	.960	.806	.944	.681	.930	.979

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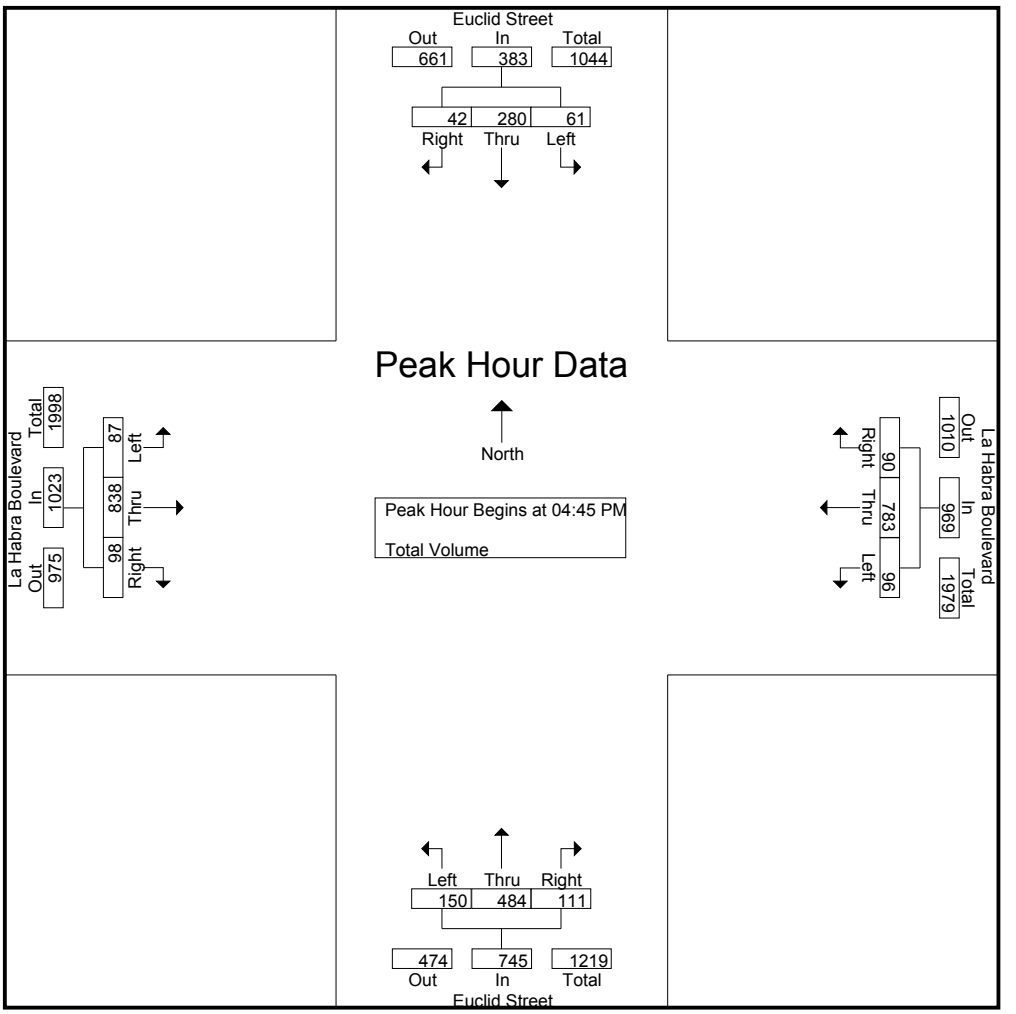
City of La Habra
N/S: Euclid Street
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAEULHPM
Site Code : 11011043
Start Date : 1/12/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:45 PM				04:30 PM			
+0 mins.	16	52	11	79	23	**225**	21	**269**	**46**	**124**	24	**194**	**27**	195	34	256
+15 mins.	**17**	70	7	94	23	196	**23**	242	36	123	32	191	19	187	**36**	242
+30 mins.	12	78	8	98	19	204	14	237	36	121	22	179	18	214	20	252
+45 mins.	16	**80**	**16**	**112**	**25**	192	23	240	32	116	**33**	181	27	**222**	26	**275**
Total Volume	61	280	42	383	90	817	81	988	150	484	111	745	91	818	116	1025
% App. Total	15.9	73.1	11		9.1	82.7	8.2		20.1	65	14.9		8.9	79.8	11.3	
PHF	.897	.875	.656	.855	.900	.908	.880	.918	.815	.976	.841	.960	.843	.921	.806	.932

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City of La Habra
N/S: Euclid Street
E/W: Lambert Road
Weather: Sunny

File Name : LHAEULAAM
Site Code : 11011156
Start Date : 1/12/2011
Page No : 1

Groups Printed- Total Volume

	Euclid Street Southbound				Lambert Road Westbound				Euclid Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	80	16	111	16	228	14	258	13	66	24	103	9	240	30	279	751
07:15 AM	16	111	13	140	35	294	6	335	14	61	33	108	26	297	33	356	939
07:30 AM	21	112	17	150	32	312	15	359	15	88	23	126	24	290	37	351	986
07:45 AM	17	146	25	188	25	246	18	289	12	60	20	92	21	310	43	374	943
Total	69	449	71	589	108	1080	53	1241	54	275	100	429	80	1137	143	1360	3619
08:00 AM	9	110	18	137	25	216	12	253	14	60	18	92	13	266	31	310	792
08:15 AM	19	94	7	120	25	196	8	229	15	63	15	93	26	252	39	317	759
08:30 AM	9	87	7	103	14	199	11	224	10	72	17	99	16	206	31	253	679
08:45 AM	11	89	11	111	23	211	14	248	16	79	18	113	15	166	55	236	708
Total	48	380	43	471	87	822	45	954	55	274	68	397	70	890	156	1116	2938
Grand Total	117	829	114	1060	195	1902	98	2195	109	549	168	826	150	2027	299	2476	6557
Apprch %	11	78.2	10.8		8.9	86.7	4.5		13.2	66.5	20.3		6.1	81.9	12.1		
Total %	1.8	12.6	1.7	16.2	3	29	1.5	33.5	1.7	8.4	2.6	12.6	2.3	30.9	4.6	37.8	

	Euclid Street Southbound				Lambert Road Westbound				Euclid Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	16	111	13	140	**35**	294	6	335	14	61	**33**	108	**26**	297	33	356	939
07:30 AM	**21**	112	17	150	32	**312**	15	**359**	**15**	**88**	23	**126**	24	290	37	351	**986**
07:45 AM	17	**146**	**25**	**188**	25	246	**18**	289	12	60	20	92	21	**310**	**43**	**374**	943
08:00 AM	9	110	18	137	25	216	12	253	14	60	18	92	13	266	31	310	792
Total Volume	63	479	73	615	117	1068	51	1236	55	269	94	418	84	1163	144	1391	3660
% App. Total	10.2	77.9	11.9		9.5	86.4	4.1		13.2	64.4	22.5		6	83.6	10.4		
PHF	.750	.820	.730	.818	.836	.856	.708	.861	.917	.764	.712	.829	.808	.938	.837	.930	.928

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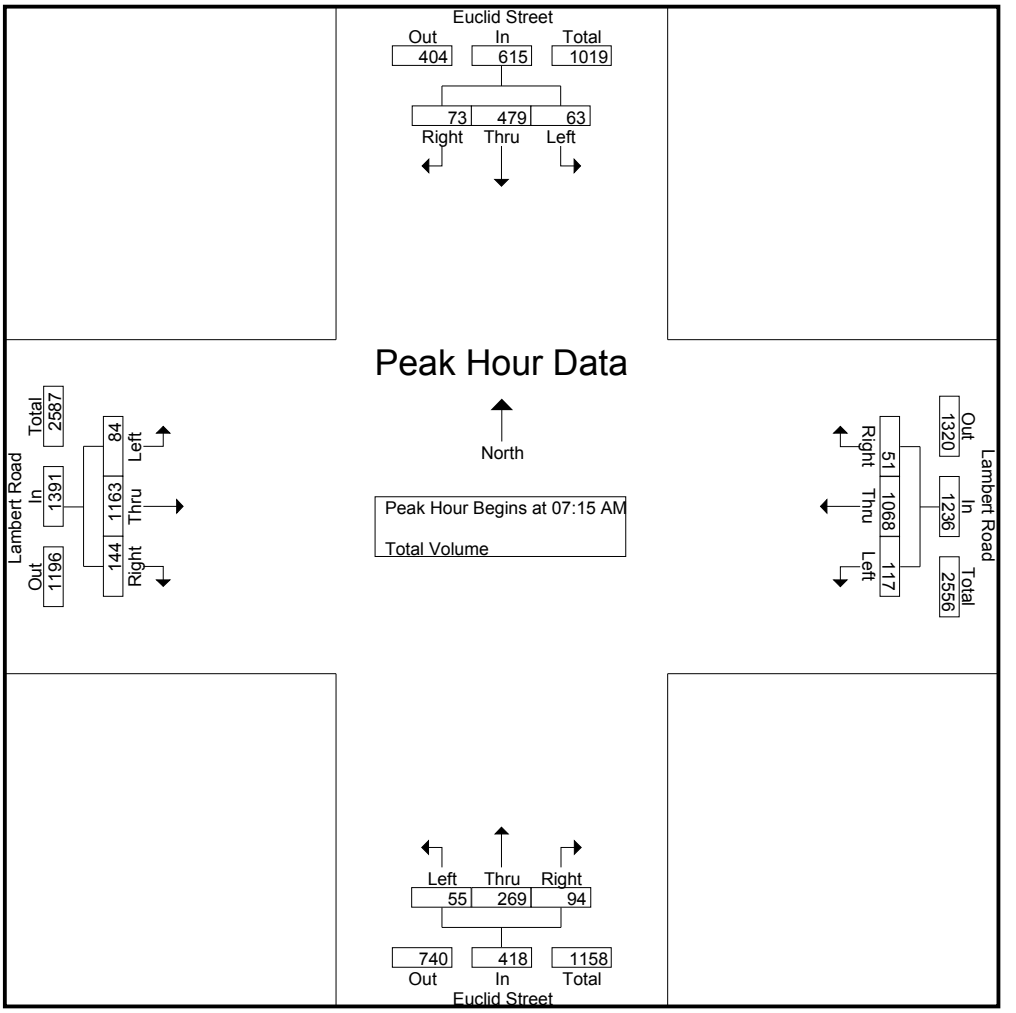
City of La Habra
N/S: Euclid Street
E/W: Lambert Road
Weather: Sunny

File Name : LHAEULAAM
Site Code : 11011156
Start Date : 1/12/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	16	111	13	140	16	228	14	258	13	66	24	103	**26**	297	33	356
+15 mins.	**21**	112	17	150	**35**	294	6	335	14	61	**33**	108	24	290	37	351
+30 mins.	17	**146**	**25**	**188**	32	**312**	15	**359**	**15**	**88**	23	**126**	21	**310**	**43**	**374**
+45 mins.	9	110	18	137	25	246	**18**	289	12	60	20	92	13	266	31	310
Total Volume	63	479	73	615	108	1080	53	1241	54	275	100	429	84	1163	144	1391
% App. Total	10.2	77.9	11.9		8.7	87	4.3		12.6	64.1	23.3		6	83.6	10.4	
PHF	.750	.820	.730	.818	.771	.865	.736	.864	.900	.781	.758	.851	.808	.938	.837	.930

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City of La Habra
N/S: Euclid Street
E/W: Lambert Road
Weather: Sunny

File Name : LHAEULAPM
Site Code : 11011156
Start Date : 1/12/2011

Groups Printed- Total Volume

	Euclid Street Southbound				Lambert Road Westbound				Euclid Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	70	22	102	29	283	24	336	16	127	22	165	23	215	14	252	855
04:15 PM	13	70	19	102	29	327	16	372	18	142	29	189	30	279	23	332	995
04:30 PM	10	98	16	124	24	323	19	366	28	109	24	161	30	248	28	306	957
04:45 PM	14	70	15	99	37	316	26	379	33	140	22	195	27	254	27	308	981
Total	47	308	72	427	119	1249	85	1453	95	518	97	710	110	996	92	1198	3788
05:00 PM	15	75	15	105	24	337	27	388	26	155	20	201	33	236	23	292	986
05:15 PM	12	97	20	129	25	345	23	393	25	146	26	197	33	258	11	302	1021
05:30 PM	14	94	31	139	33	343	27	403	18	148	26	192	25	239	16	280	1014
05:45 PM	13	83	19	115	13	231	37	281	27	133	11	171	22	245	17	284	851
Total	54	349	85	488	95	1256	114	1465	96	582	83	761	113	978	67	1158	3872
Grand Total	101	657	157	915	214	2505	199	2918	191	1100	180	1471	223	1974	159	2356	7660
Apprch %	11	71.8	17.2		7.3	85.8	6.8		13	74.8	12.2		9.5	83.8	6.7		
Total %	1.3	8.6	2	11.9	2.8	32.7	2.6	38.1	2.5	14.4	2.3	19.2	2.9	25.8	2.1	30.8	

	Euclid Street Southbound				Lambert Road Westbound				Euclid Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	14	70	15	99	**37**	316	26	379	**33**	140	22	195	27	254	**27**	**308**	981
05:00 PM	**15**	75	15	105	24	337	**27**	388	26	**155**	20	**201**	**33**	236	23	292	986
05:15 PM	12	**97**	20	129	25	**345**	23	393	25	146	**26**	197	33	**258**	11	302	**1021**
05:30 PM	14	94	**31**	**139**	33	343	27	**403**	18	148	26	192	25	239	16	280	1014
Total Volume	55	336	81	472	119	1341	103	1563	102	589	94	785	118	987	77	1182	4002
% App. Total	11.7	71.2	17.2		7.6	85.8	6.6		13	75	12		10	83.5	6.5		
PHF	.917	.866	.653	.849	.804	.972	.954	.970	.773	.950	.904	.976	.894	.956	.713	.959	.980

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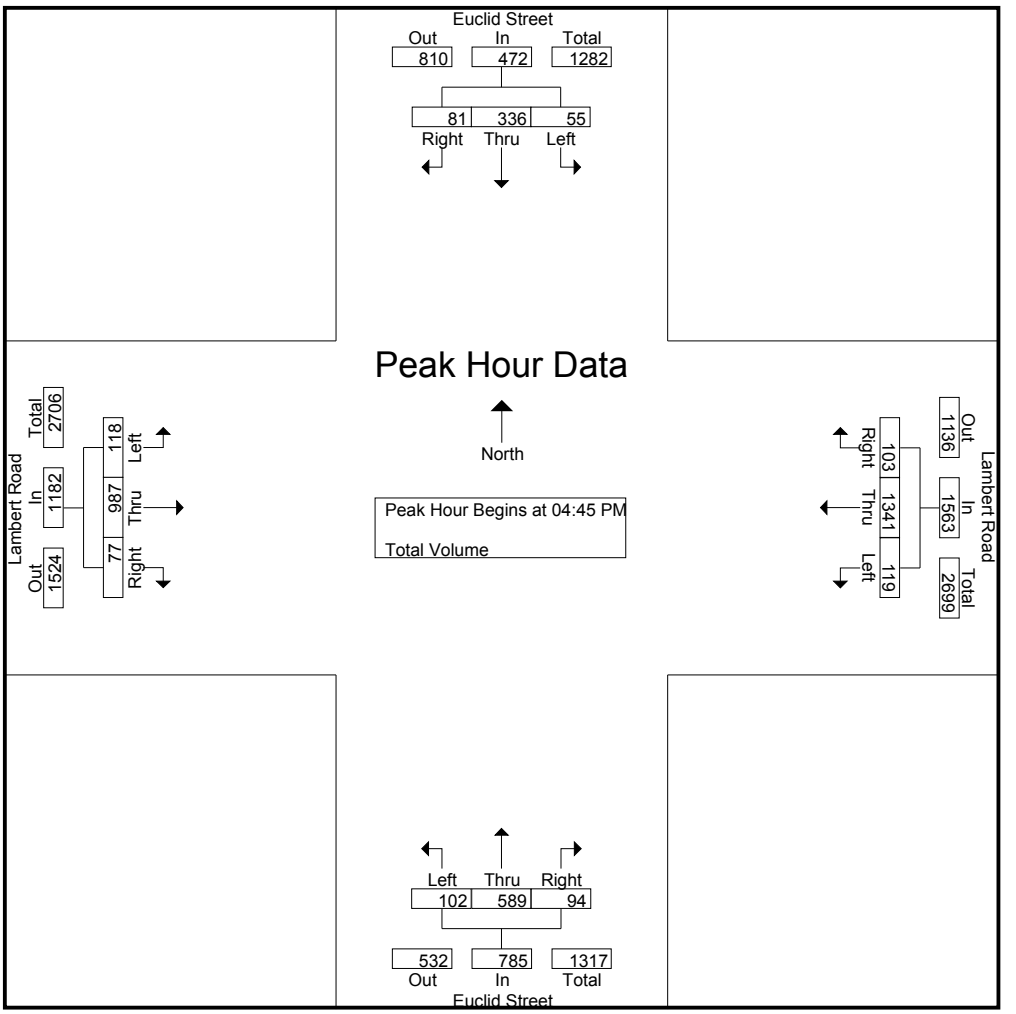
City of La Habra
N/S: Euclid Street
E/W: Lambert Road
Weather: Sunny

File Name : LHAEULAPM
Site Code : 11011156
Start Date : 1/12/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:45 PM				04:15 PM			
+0 mins.	**15**	75	15	105	**37**	316	26	379	**33**	140	22	195	30	**279**	23	**332**
+15 mins.	12	**97**	20	129	24	337	**27**	388	26	**155**	20	**201**	30	248	**28**	306
+30 mins.	14	94	**31**	**139**	25	**345**	23	393	25	146	**26**	197	27	254	27	308
+45 mins.	13	83	19	115	33	343	27	**403**	18	148	26	192	**33**	236	23	292
Total Volume	54	349	85	488	119	1341	103	1563	102	589	94	785	120	1017	101	1238
% App. Total	11.1	71.5	17.4		7.6	85.8	6.6		13	75	12		9.7	82.1	8.2	
PHF	.900	.899	.685	.878	.804	.972	.954	.970	.773	.950	.904	.976	.909	.911	.902	.932

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City of La Habra
N/S: Euclid Street
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAEUWHAM
Site Code : 11011051
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Euclid Street Southbound				Whittier Boulevard Westbound				Euclid Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	16	14	36	15	267	3	285	23	1	15	39	17	192	28	237	597
07:15 AM	8	9	29	46	24	348	3	375	34	1	14	49	12	250	61	323	793
07:30 AM	7	14	39	60	25	363	2	390	25	6	24	55	17	201	58	276	781
07:45 AM	7	20	23	50	25	300	6	331	25	7	33	65	19	256	54	329	775
Total	28	59	105	192	89	1278	14	1381	107	15	86	208	65	899	201	1165	2946
08:00 AM	10	5	34	49	33	284	5	322	31	12	42	85	22	254	35	311	767
08:15 AM	17	5	29	51	27	335	6	368	29	5	27	61	16	217	39	272	752
08:30 AM	9	10	20	39	16	299	9	324	25	10	27	62	27	212	40	279	704
08:45 AM	10	13	20	43	10	255	7	272	24	7	20	51	10	168	43	221	587
Total	46	33	103	182	86	1173	27	1286	109	34	116	259	75	851	157	1083	2810
Grand Total	74	92	208	374	175	2451	41	2667	216	49	202	467	140	1750	358	2248	5756
Apprch %	19.8	24.6	55.6		6.6	91.9	1.5		46.3	10.5	43.3		6.2	77.8	15.9		
Total %	1.3	1.6	3.6	6.5	3	42.6	0.7	46.3	3.8	0.9	3.5	8.1	2.4	30.4	6.2	39.1	

	Euclid Street Southbound				Whittier Boulevard Westbound				Euclid Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	9	29	46	24	348	3	375	**34**	1	14	49	12	250	**61**	323	**793**
07:30 AM	7	14	**39**	**60**	25	**363**	2	**390**	25	6	24	55	17	201	58	276	781
07:45 AM	7	**20**	23	50	25	300	**6**	331	25	7	33	65	19	**256**	54	**329**	775
08:00 AM	**10**	5	34	49	**33**	284	5	322	31	**12**	**42**	**85**	**22**	254	35	311	767
Total Volume	32	48	125	205	107	1295	16	1418	115	26	113	254	70	961	208	1239	3116
% App. Total	15.6	23.4	61		7.5	91.3	1.1		45.3	10.2	44.5		5.6	77.6	16.8		
PHF	.800	.600	.801	.854	.811	.892	.667	.909	.846	.542	.673	.747	.795	.938	.852	.941	.982

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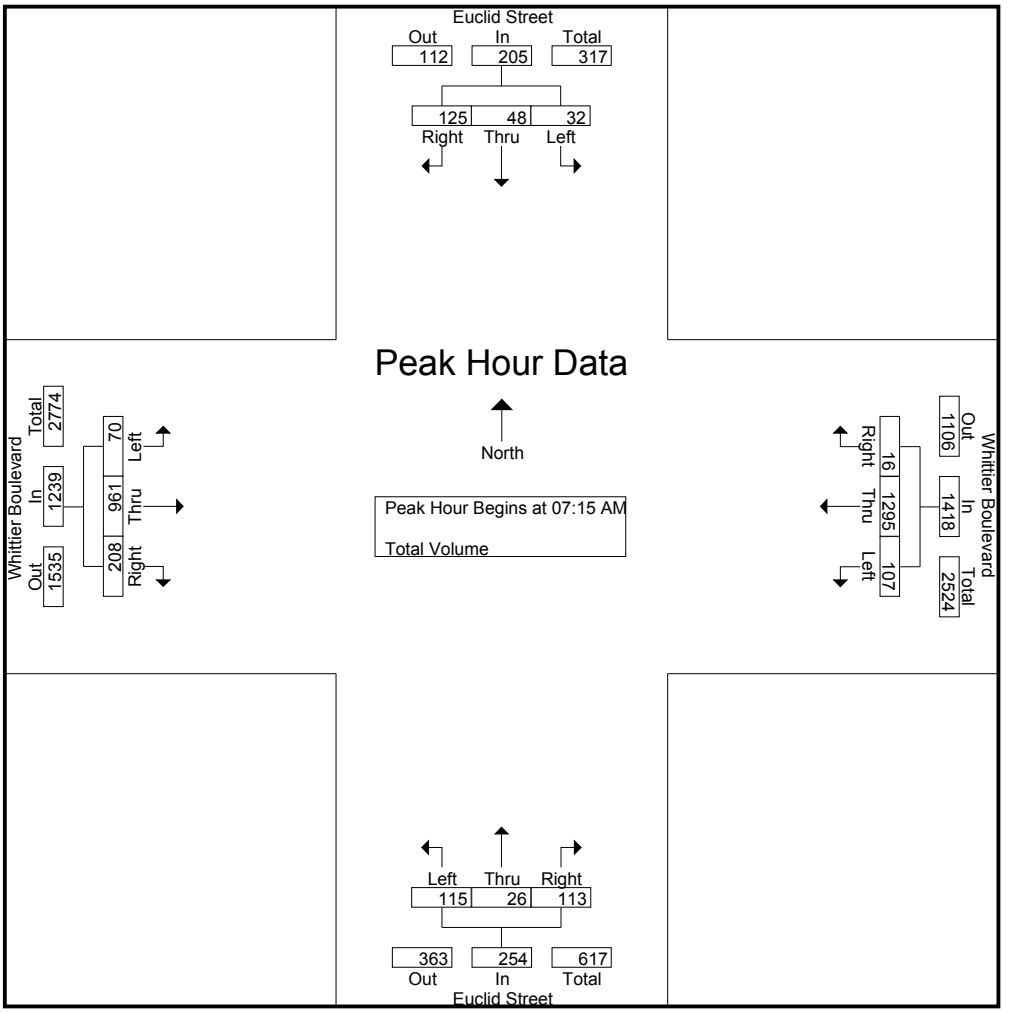
City of La Habra
N/S: Euclid Street
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAEUWHAM
Site Code : 11011051
Start Date : 1/13/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:45 AM				07:15 AM			
+0 mins.	7	14	**39**	**60**	24	348	3	375	25	7	33	65	12	250	**61**	323
+15 mins.	7	**20**	23	50	25	**363**	2	**390**	**31**	**12**	**42**	**85**	17	201	58	276
+30 mins.	10	5	34	49	25	300	**6**	331	29	5	27	61	19	**256**	54	**329**
+45 mins.	**17**	5	29	51	**33**	284	5	322	25	10	27	62	**22**	254	35	311
Total Volume	41	44	125	210	107	1295	16	1418	110	34	129	273	70	961	208	1239
% App. Total	19.5	21	59.5		7.5	91.3	1.1		40.3	12.5	47.3		5.6	77.6	16.8	
PHF	.603	.550	.801	.875	.811	.892	.667	.909	.887	.708	.768	.803	.795	.938	.852	.941

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City of La Habra
N/S: Euclid Street
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAEUWHPM
Site Code : 11011051
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Euclid Street Southbound				Whittier Boulevard Westbound				Euclid Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	4	14	29	21	248	6	275	37	3	39	79	17	319	32	368	751
04:15 PM	8	4	21	33	21	267	13	301	49	16	54	119	16	298	35	349	802
04:30 PM	5	9	17	31	24	238	7	269	45	16	57	118	21	336	33	390	808
04:45 PM	7	14	14	35	18	289	9	316	62	13	63	138	19	332	35	386	875
Total	31	31	66	128	84	1042	35	1161	193	48	213	454	73	1285	135	1493	3236
05:00 PM	14	3	21	38	30	306	12	348	57	16	61	134	12	354	29	395	915
05:15 PM	10	12	19	41	36	310	9	355	47	15	63	125	17	378	38	433	954
05:30 PM	11	7	19	37	25	255	10	290	75	14	61	150	17	348	42	407	884
05:45 PM	6	6	12	24	22	236	9	267	51	16	51	118	20	371	42	433	842
Total	41	28	71	140	113	1107	40	1260	230	61	236	527	66	1451	151	1668	3595
Grand Total	72	59	137	268	197	2149	75	2421	423	109	449	981	139	2736	286	3161	6831
Apprch %	26.9	22	51.1		8.1	88.8	3.1		43.1	11.1	45.8		4.4	86.6	9		
Total %	1.1	0.9	2	3.9	2.9	31.5	1.1	35.4	6.2	1.6	6.6	14.4	2	40.1	4.2	46.3	

	Euclid Street Southbound				Whittier Boulevard Westbound				Euclid Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	7	**14**	14	35	18	289	9	316	62	13	**63**	138	**19**	332	35	386	875
05:00 PM	**14**	3	**21**	38	30	306	**12**	348	57	**16**	61	134	12	354	29	395	915
05:15 PM	10	12	19	**41**	**36**	**310**	9	**355**	47	15	63	125	17	**378**	38	**433**	**954**
05:30 PM	11	7	19	37	25	255	10	290	**75**	14	61	**150**	17	348	**42**	407	884
Total Volume	42	36	73	151	109	1160	40	1309	241	58	248	547	65	1412	144	1621	3628
% App. Total	27.8	23.8	48.3		8.3	88.6	3.1		44.1	10.6	45.3		4	87.1	8.9		
PHF	.750	.643	.869	.921	.757	.935	.833	.922	.803	.906	.984	.912	.855	.934	.857	.936	.951

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City of La Habra
N/S: Euclid Street
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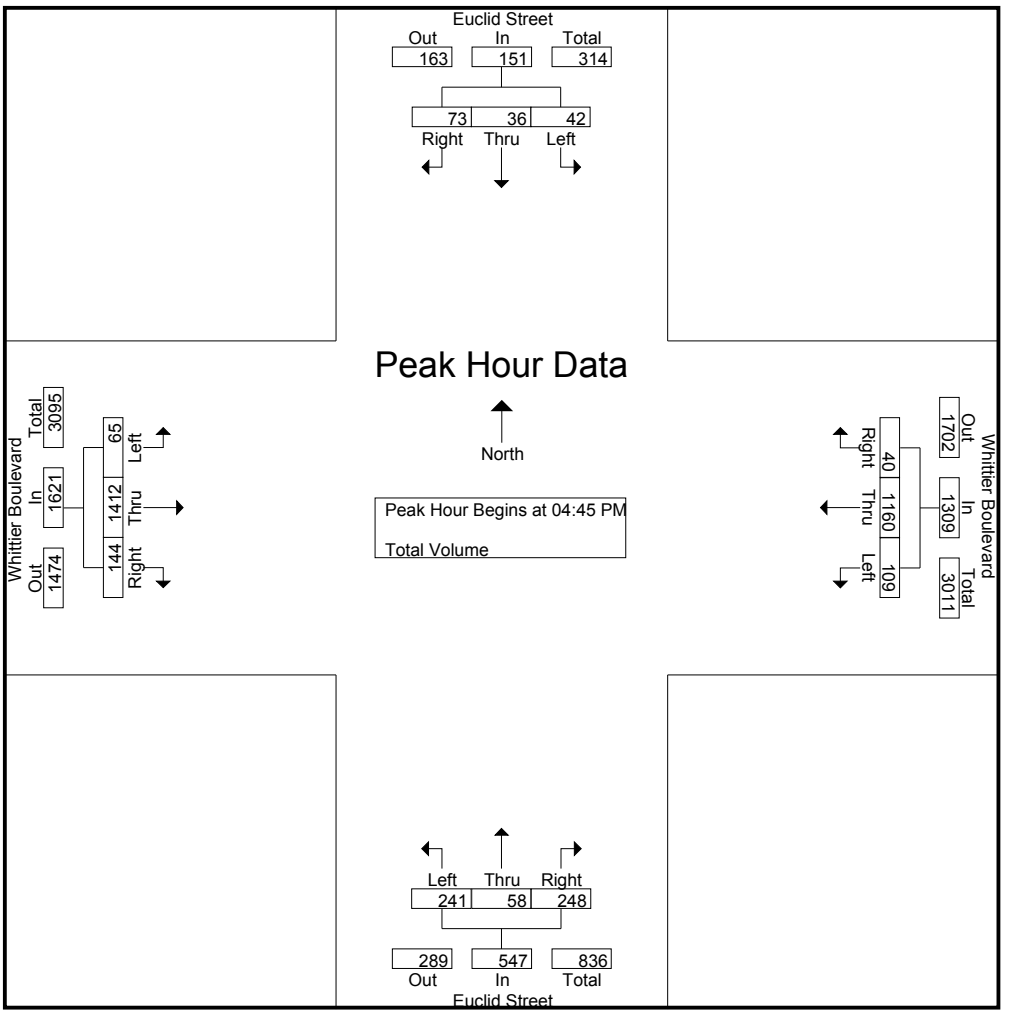
File Name : LHAEUWHPM
Site Code : 11011051
Start Date : 1/13/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				05:00 PM			
+0 mins.	7	**14**	14	35	18	289	9	316	62	13	**63**	138	12	354	29	395
+15 mins.	**14**	3	**21**	38	30	306	**12**	348	57	**16**	61	134	17	**378**	38	**433**
+30 mins.	10	12	19	**41**	**36**	**310**	9	**355**	47	15	63	125	17	348	**42**	407
+45 mins.	11	7	19	37	25	255	10	290	**75**	14	61	**150**	**20**	371	42	433
Total Volume	42	36	73	151	109	1160	40	1309	241	58	248	547	66	1451	151	1668
% App. Total	27.8	23.8	48.3		8.3	88.6	3.1		44.1	10.6	45.3		4	87	9.1	
PHF	.750	.643	.869	.921	.757	.935	.833	.922	.803	.906	.984	.912	.825	.960	.899	.963

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City of La Habra
N/S: Hacienda Boulevard
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAHCWHAM
Site Code : 11011043
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Hacienda Boulevard Southbound				Whittier Boulevard Westbound				Hacienda Boulevard Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	68	10	86	164	10	277	46	333	4	2	8	14	59	174	1	234	745
07:15 AM	105	7	130	242	4	314	58	376	1	5	9	15	69	265	1	335	968
07:30 AM	94	10	144	248	10	348	57	415	3	9	11	23	58	271	1	330	1016
07:45 AM	72	15	186	273	16	340	54	410	2	11	7	20	95	211	4	310	1013
Total	339	42	546	927	40	1279	215	1534	10	27	35	72	281	921	7	1209	3742
08:00 AM	71	20	136	227	23	288	38	349	3	8	11	22	96	177	2	275	873
08:15 AM	63	17	126	206	20	308	47	375	5	19	30	54	103	215	4	322	957
08:30 AM	62	12	96	170	4	257	49	310	10	10	14	34	89	194	3	286	800
08:45 AM	48	3	77	128	13	252	42	307	8	6	9	23	70	179	3	252	710
Total	244	52	435	731	60	1105	176	1341	26	43	64	133	358	765	12	1135	3340
Grand Total	583	94	981	1658	100	2384	391	2875	36	70	99	205	639	1686	19	2344	7082
Apprch %	35.2	5.7	59.2		3.5	82.9	13.6		17.6	34.1	48.3		27.3	71.9	0.8		
Total %	8.2	1.3	13.9	23.4	1.4	33.7	5.5	40.6	0.5	1	1.4	2.9	9	23.8	0.3	33.1	

	Hacienda Boulevard Southbound				Whittier Boulevard Westbound				Hacienda Boulevard Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**105**	7	130	242	4	314	**58**	376	1	5	9	15	69	265	1	**335**	968
07:30 AM	94	10	144	248	10	**348**	57	**415**	**3**	9	**11**	**23**	58	**271**	1	330	**1016**
07:45 AM	72	15	**186**	**273**	16	340	54	410	2	**11**	7	20	95	211	**4**	310	1013
08:00 AM	71	**20**	136	227	**23**	288	38	349	3	8	11	22	**96**	177	2	275	873
Total Volume	342	52	596	990	53	1290	207	1550	9	33	38	80	318	924	8	1250	3870
% App. Total	34.5	5.3	60.2		3.4	83.2	13.4		11.2	41.2	47.5		25.4	73.9	0.6		
PHF	.814	.650	.801	.907	.576	.927	.892	.934	.750	.750	.864	.870	.828	.852	.500	.933	.952

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City of La Habra
N/S: Hacienda Boulevard
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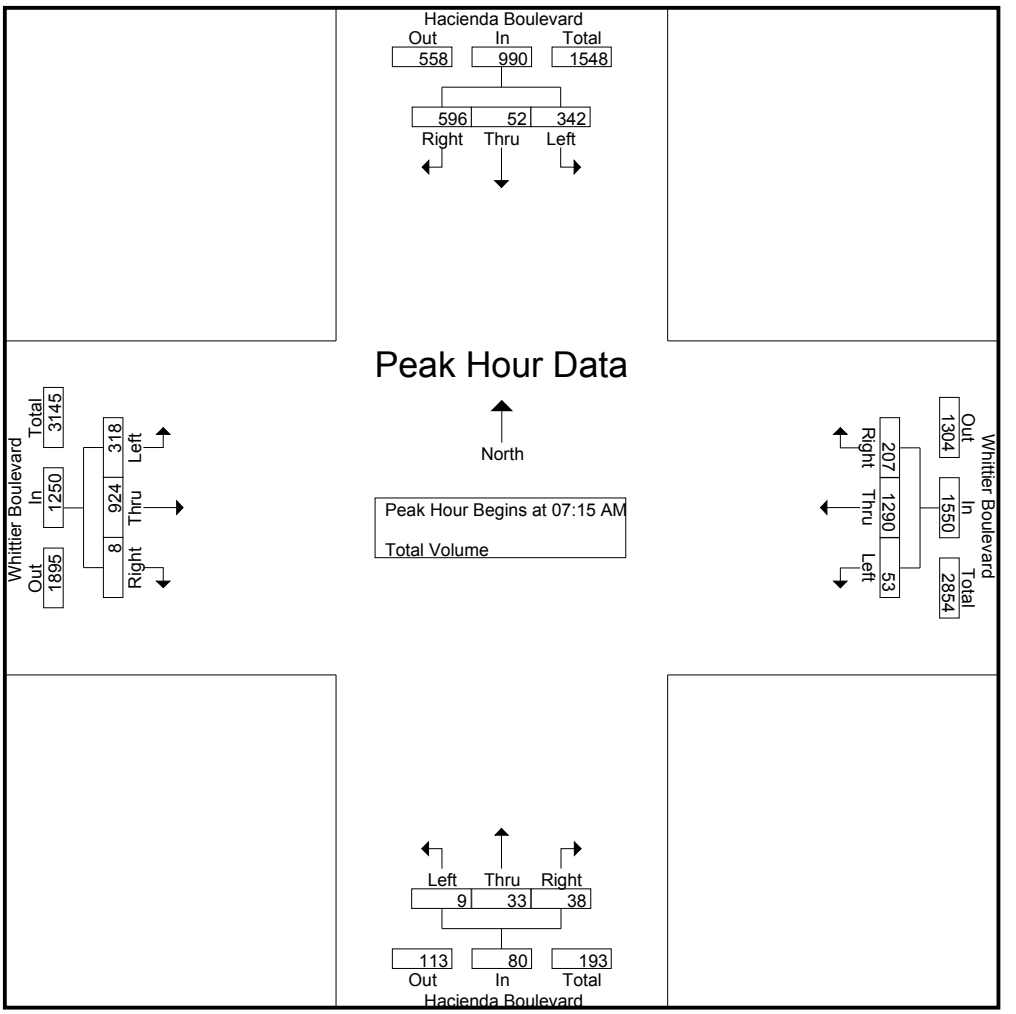
Weather: Sunny

File Name : LHAHCWHAM
Site Code : 11011043
Start Date : 1/13/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				08:00 AM				07:15 AM			
+0 mins.	**105**	7	130	242	4	314	**58**	376	3	8	11	22	69	265	1	**335**
+15 mins.	94	10	144	248	10	**348**	57	**415**	5	**19**	**30**	**54**	58	**271**	1	330
+30 mins.	72	15	**186**	**273**	16	340	54	410	**10**	10	14	34	95	211	**4**	310
+45 mins.	71	**20**	136	227	**23**	288	38	349	8	6	9	23	**96**	177	2	275
Total Volume	342	52	596	990	53	1290	207	1550	26	43	64	133	318	924	8	1250
% App. Total	34.5	5.3	60.2		3.4	83.2	13.4		19.5	32.3	48.1		25.4	73.9	0.6	
PHF	.814	.650	.801	.907	.576	.927	.892	.934	.650	.566	.533	.616	.828	.852	.500	.933

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City of La Habra
N/S: Hacienda Boulevard
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAHCWHPM
Site Code : 11011066
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Hacienda Boulevard Southbound				Whittier Boulevard Westbound				Hacienda Boulevard Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	74	6	92	172	24	214	61	299	8	14	13	35	122	282	3	407	913
04:15 PM	61	10	124	195	30	238	79	347	5	12	22	39	129	335	4	468	1049
04:30 PM	65	1	133	199	31	258	62	351	11	19	16	46	135	279	5	419	1015
04:45 PM	74	10	113	197	25	245	99	369	8	11	16	35	139	360	1	500	1101
Total	274	27	462	763	110	955	301	1366	32	56	67	155	525	1256	13	1794	4078
05:00 PM	81	6	122	209	29	253	114	396	9	14	20	43	144	356	7	507	1155
05:15 PM	60	4	132	196	21	247	114	382	11	17	26	54	159	354	7	520	1152
05:30 PM	72	11	94	177	24	245	102	371	7	17	23	47	161	350	4	515	1110
05:45 PM	63	11	124	198	26	231	110	367	5	25	17	47	170	346	1	517	1129
Total	276	32	472	780	100	976	440	1516	32	73	86	191	634	1406	19	2059	4546
Grand Total	550	59	934	1543	210	1931	741	2882	64	129	153	346	1159	2662	32	3853	8624
Apprch %	35.6	3.8	60.5		7.3	67	25.7		18.5	37.3	44.2		30.1	69.1	0.8		
Total %	6.4	0.7	10.8	17.9	2.4	22.4	8.6	33.4	0.7	1.5	1.8	4	13.4	30.9	0.4	44.7	

	Hacienda Boulevard Southbound				Whittier Boulevard Westbound				Hacienda Boulevard Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**81**	6	122	**209**	**29**	**253**	**114**	**396**	9	14	20	43	144	**356**	**7**	507	**1155**
05:15 PM	60	4	**132**	196	21	247	114	382	**11**	17	**26**	**54**	159	354	7	**520**	1152
05:30 PM	72	**11**	94	177	24	245	102	371	7	17	23	47	161	350	4	515	1110
05:45 PM	63	11	124	198	26	231	110	367	5	**25**	17	47	**170**	346	1	517	1129
Total Volume	276	32	472	780	100	976	440	1516	32	73	86	191	634	1406	19	2059	4546
% App. Total	35.4	4.1	60.5		6.6	64.4	29		16.8	38.2	45		30.8	68.3	0.9		
PHF	.852	.727	.894	.933	.862	.964	.965	.957	.727	.730	.827	.884	.932	.987	.679	.990	.984

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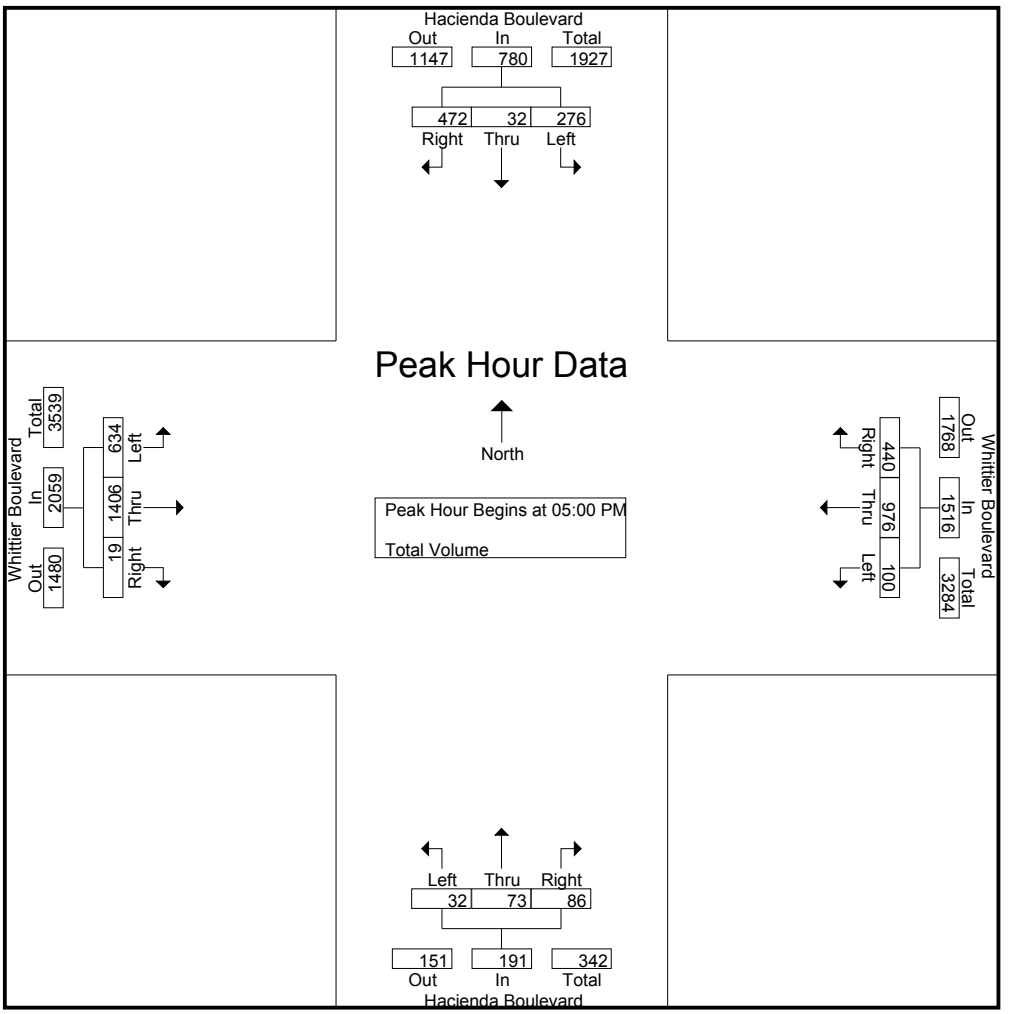
City of La Habra
N/S: Hacienda Boulevard
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAHCWHPM
Site Code : 11011066
Start Date : 1/13/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	65	1	**133**	199	25	245	99	369	9	14	20	43	144	**356**	**7**	507
+15 mins.	74	**10**	113	197	**29**	**253**	**114**	**396**	**11**	17	**26**	**54**	159	354	7	**520**
+30 mins.	**81**	6	122	**209**	21	247	114	382	7	17	23	47	161	350	4	515
+45 mins.	60	4	132	196	24	245	102	371	5	**25**	17	47	**170**	346	1	517
Total Volume	280	21	500	801	99	990	429	1518	32	73	86	191	634	1406	19	2059
% App. Total	35	2.6	62.4		6.5	65.2	28.3		16.8	38.2	45		30.8	68.3	0.9	
PHF	.864	.525	.940	.958	.853	.978	.941	.958	.727	.730	.827	.884	.932	.987	.679	.990

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City of La Habra
N/S: Harbor Boulevard
E/W: Imperial Highway
Weather: Sunny

File Name : LHAHAIMAM
Site Code : 11011001
Start Date : 1/11/2011
Page No : 1

Groups Printed- Total Volume

	Harbor Boulevard Southbound				Imperial Highway Westbound				Harbor Boulevard Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	20	150	38	208	31	243	13	287	48	111	40	199	21	170	52	243	937
07:15 AM	23	178	28	229	43	240	19	302	35	83	54	172	22	237	58	317	1020
07:30 AM	28	219	41	288	64	266	22	352	45	111	59	215	23	198	76	297	1152
07:45 AM	26	189	25	240	58	233	15	306	59	99	53	211	31	229	65	325	1082
Total	97	736	132	965	196	982	69	1247	187	404	206	797	97	834	251	1182	4191
08:00 AM	25	163	34	222	37	228	35	300	46	113	48	207	26	166	53	245	974
08:15 AM	19	177	46	242	47	193	26	266	40	95	47	182	27	174	66	267	957
08:30 AM	36	156	42	234	49	198	26	273	40	109	48	197	24	179	47	250	954
08:45 AM	23	152	27	202	49	177	24	250	44	100	51	195	34	150	54	238	885
Total	103	648	149	900	182	796	111	1089	170	417	194	781	111	669	220	1000	3770
Grand Total	200	1384	281	1865	378	1778	180	2336	357	821	400	1578	208	1503	471	2182	7961
Apprch %	10.7	74.2	15.1		16.2	76.1	7.7		22.6	52	25.3		9.5	68.9	21.6		
Total %	2.5	17.4	3.5	23.4	4.7	22.3	2.3	29.3	4.5	10.3	5	19.8	2.6	18.9	5.9	27.4	

	Harbor Boulevard Southbound				Imperial Highway Westbound				Harbor Boulevard Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	23	178	28	229	43	240	19	302	35	83	54	172	22	**237**	58	317	1020
07:30 AM	**28**	**219**	**41**	**288**	**64**	**266**	22	**352**	45	111	**59**	**215**	23	198	**76**	297	**1152**
07:45 AM	26	189	25	240	58	233	15	306	**59**	99	53	211	**31**	229	65	**325**	1082
08:00 AM	25	163	34	222	37	228	**35**	300	46	**113**	48	207	26	166	53	245	974
Total Volume	102	749	128	979	202	967	91	1260	185	406	214	805	102	830	252	1184	4228
% App. Total	10.4	76.5	13.1		16	76.7	7.2		23	50.4	26.6		8.6	70.1	21.3		
PHF	.911	.855	.780	.850	.789	.909	.650	.895	.784	.898	.907	.936	.823	.876	.829	.911	.918

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City of La Habra
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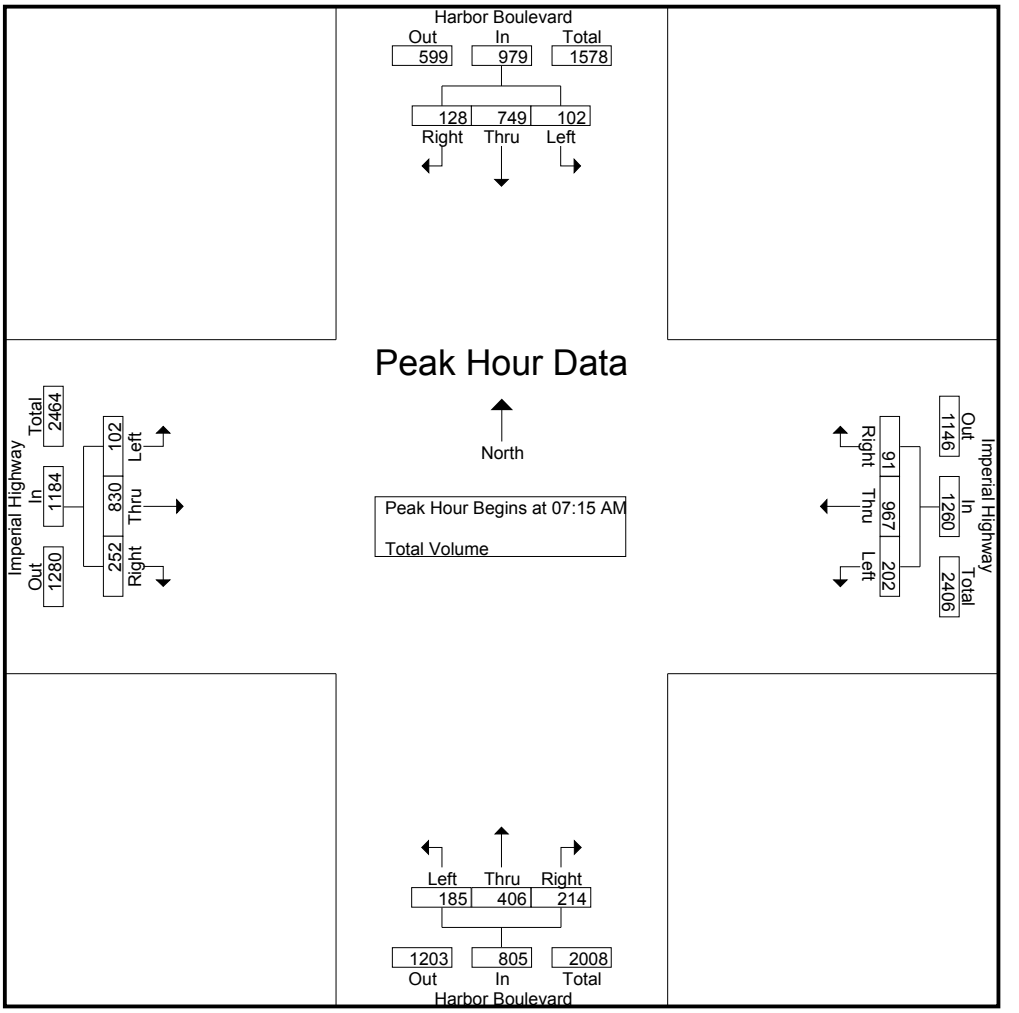
E/W: Imperial Highway
Weather: Sunny

File Name : LHAHAIMAM
Site Code : 11011001
Start Date : 1/11/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	**28**	**219**	41	**288**	43	240	19	302	45	111	**59**	**215**	22	**237**	58	317
+15 mins.	26	189	25	240	**64**	**266**	22	**352**	**59**	99	53	211	23	198	**76**	297
+30 mins.	25	163	34	222	58	233	15	306	46	**113**	48	207	**31**	229	65	**325**
+45 mins.	19	177	**46**	242	37	228	**35**	300	40	95	47	182	26	166	53	245
Total Volume	98	748	146	992	202	967	91	1260	190	418	207	815	102	830	252	1184
% App. Total	9.9	75.4	14.7		16	76.7	7.2		23.3	51.3	25.4		8.6	70.1	21.3	
PHF	.875	.854	.793	.861	.789	.909	.650	.895	.805	.925	.877	.948	.823	.876	.829	.911

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City of La Habra
N/S: Harbor Boulevard
E/W: Imperial Highway
Weather: Sunny

File Name : LHAHAIMPM
Site Code : 11011001
Start Date : 1/11/2011
Page No : 1

Groups Printed- Total Volume

	Harbor Boulevard Southbound				Imperial Highway Westbound				Harbor Boulevard Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	38	117	40	195	82	259	39	380	70	154	56	280	36	232	64	332	1187
04:15 PM	32	123	36	191	46	207	35	288	77	206	59	342	52	239	39	330	1151
04:30 PM	33	113	26	172	78	287	51	416	55	176	47	278	61	227	53	341	1207
04:45 PM	39	122	47	208	69	247	40	356	63	222	47	332	48	243	49	340	1236
Total	142	475	149	766	275	1000	165	1440	265	758	209	1232	197	941	205	1343	4781
05:00 PM	41	133	48	222	77	294	40	411	80	165	47	292	48	233	61	342	1267
05:15 PM	55	144	32	231	57	258	60	375	76	232	37	345	50	200	58	308	1259
05:30 PM	31	139	38	208	74	257	51	382	67	173	57	297	49	255	58	362	1249
05:45 PM	36	146	35	217	38	238	43	319	87	207	46	340	62	200	59	321	1197
Total	163	562	153	878	246	1047	194	1487	310	777	187	1274	209	888	236	1333	4972
Grand Total	305	1037	302	1644	521	2047	359	2927	575	1535	396	2506	406	1829	441	2676	9753
Apprch %	18.6	63.1	18.4		17.8	69.9	12.3		22.9	61.3	15.8		15.2	68.3	16.5		
Total %	3.1	10.6	3.1	16.9	5.3	21	3.7	30	5.9	15.7	4.1	25.7	4.2	18.8	4.5	27.4	

	Harbor Boulevard Southbound				Imperial Highway Westbound				Harbor Boulevard Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	39	122	47	208	69	247	40	356	63	222	47	332	48	243	49	340	1236
05:00 PM	41	133	**48**	222	**77**	**294**	40	**411**	**80**	165	47	292	48	233	**61**	342	**1267**
05:15 PM	**55**	**144**	32	**231**	57	258	**60**	375	76	**232**	37	**345**	**50**	200	58	308	1259
05:30 PM	31	139	38	208	74	257	51	382	67	173	**57**	297	49	**255**	58	**362**	1249
Total Volume	166	538	165	869	277	1056	191	1524	286	792	188	1266	195	931	226	1352	5011
% App. Total	19.1	61.9	19		18.2	69.3	12.5		22.6	62.6	14.8		14.4	68.9	16.7		
PHF	.755	.934	.859	.940	.899	.898	.796	.927	.894	.853	.825	.917	.975	.913	.926	.934	.989

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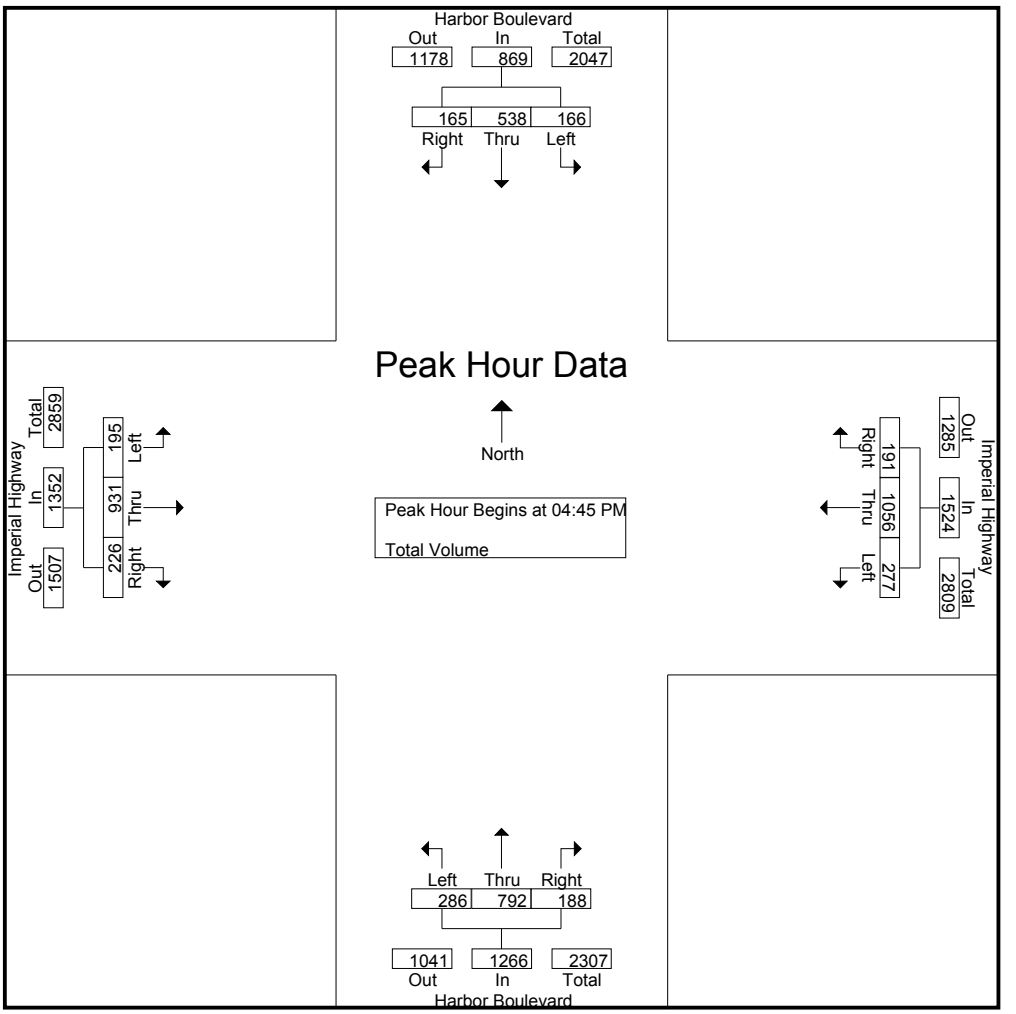
City of La Habra
N/S: Harbor Boulevard
E/W: Imperial Highway
Weather: Sunny

File Name : LHAHAIMPM
Site Code : 11011001
Start Date : 1/11/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				05:00 PM				04:15 PM			
+0 mins.	41	133	**48**	222	**78**	287	51	**416**	80	165	47	292	52	239	39	330
+15 mins.	**55**	144	32	**231**	69	247	40	356	76	**232**	37	**345**	**61**	227	53	341
+30 mins.	31	139	38	208	77	**294**	40	411	67	173	**57**	297	48	**243**	49	340
+45 mins.	36	**146**	35	217	57	258	**60**	375	**87**	207	46	340	48	233	**61**	**342**
Total Volume	163	562	153	878	281	1086	191	1558	310	777	187	1274	209	942	202	1353
% App. Total	18.6	64	17.4		18	69.7	12.3		24.3	61	14.7		15.4	69.6	14.9	
PHF	.741	.962	.797	.950	.901	.923	.796	.936	.891	.837	.820	.923	.857	.969	.828	.989

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City of La Habra
N/S: Harbor Boulevard
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAHALHAM
Site Code : 11011063
Start Date : 1/11/2011

Groups Printed- Total Volume

	Harbor Boulevard Southbound				La Habra Boulevard Westbound				Harbor Boulevard Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	69	212	34	315	18	133	37	188	11	105	23	139	23	110	15	148	790
07:15 AM	75	266	37	378	25	154	46	225	20	114	31	165	19	185	14	218	986
07:30 AM	96	285	39	420	28	179	46	253	36	137	12	185	28	148	26	202	1060
07:45 AM	95	266	36	397	29	137	46	212	17	120	20	157	49	118	20	187	953
Total	335	1029	146	1510	100	603	175	878	84	476	86	646	119	561	75	755	3789
08:00 AM	60	239	38	337	21	125	50	196	20	125	10	155	54	89	23	166	854
08:15 AM	73	221	36	330	24	88	56	168	17	131	14	162	30	87	17	134	794
08:30 AM	69	221	32	322	25	105	49	179	14	109	14	137	38	95	20	153	791
08:45 AM	65	194	43	302	21	119	51	191	16	108	13	137	41	94	15	150	780
Total	267	875	149	1291	91	437	206	734	67	473	51	591	163	365	75	603	3219
Grand Total	602	1904	295	2801	191	1040	381	1612	151	949	137	1237	282	926	150	1358	7008
Apprch %	21.5	68	10.5		11.8	64.5	23.6		12.2	76.7	11.1		20.8	68.2	11		
Total %	8.6	27.2	4.2	40	2.7	14.8	5.4	23	2.2	13.5	2	17.7	4	13.2	2.1	19.4	

	Harbor Boulevard Southbound				La Habra Boulevard Westbound				Harbor Boulevard Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	75	266	37	378	25	154	46	225	20	114	**31**	165	19	**185**	14	**218**	986
07:30 AM	**96**	**285**	**39**	**420**	28	**179**	46	**253**	**36**	**137**	12	**185**	28	148	**26**	202	**1060**
07:45 AM	95	266	36	397	**29**	137	46	212	17	120	20	157	49	118	20	187	953
08:00 AM	60	239	38	337	21	125	**50**	196	20	125	10	155	**54**	89	23	166	854
Total Volume	326	1056	150	1532	103	595	188	886	93	496	73	662	150	540	83	773	3853
% App. Total	21.3	68.9	9.8		11.6	67.2	21.2		14	74.9	11		19.4	69.9	10.7		
PHF	.849	.926	.962	.912	.888	.831	.940	.875	.646	.905	.589	.895	.694	.730	.798	.886	.909

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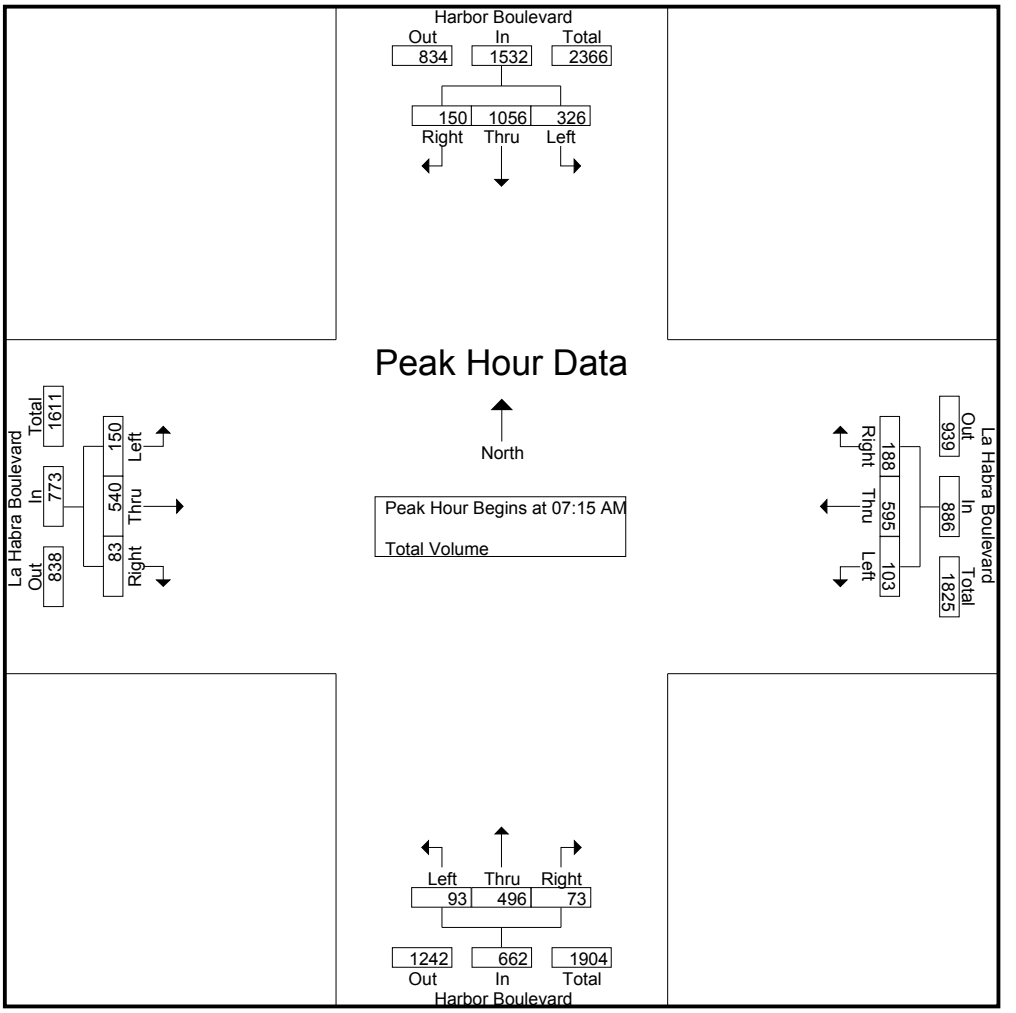
City of La Habra
N/S: Harbor Boulevard
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAHALHAM
Site Code : 11011063
Start Date : 1/11/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	75	266	37	378	25	154	46	225	20	114	**31**	165	19	**185**	14	**218**
+15 mins.	**96**	**285**	**39**	**420**	28	**179**	46	**253**	**36**	**137**	12	**185**	28	148	**26**	202
+30 mins.	95	266	36	397	**29**	137	46	212	17	120	20	157	49	118	20	187
+45 mins.	60	239	38	337	21	125	**50**	196	20	125	10	155	**54**	89	23	166
Total Volume	326	1056	150	1532	103	595	188	886	93	496	73	662	150	540	83	773
% App. Total	21.3	68.9	9.8		11.6	67.2	21.2		14	74.9	11		19.4	69.9	10.7	
PHF	.849	.926	.962	.912	.888	.831	.940	.875	.646	.905	.589	.895	.694	.730	.798	.886

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City of La Habra
N/S: Harbor Boulevard
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAHALHPM
Site Code : 11011063
Start Date : 1/11/2011

Groups Printed- Total Volume

	Harbor Boulevard Southbound				La Habra Boulevard Westbound				Harbor Boulevard Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	55	150	39	244	27	161	76	264	34	233	20	287	69	128	30	227	1022
04:15 PM	51	150	47	248	28	144	81	253	28	234	25	287	62	139	23	224	1012
04:30 PM	61	188	40	289	31	154	85	270	39	277	13	329	54	156	21	231	1119
04:45 PM	58	143	21	222	35	126	71	232	41	260	19	320	68	118	23	209	983
Total	225	631	147	1003	121	585	313	1019	142	1004	77	1223	253	541	97	891	4136
05:00 PM	54	191	27	272	23	164	87	274	31	294	28	353	69	130	21	220	1119
05:15 PM	64	196	33	293	25	148	85	258	47	316	26	389	61	162	26	249	1189
05:30 PM	75	171	29	275	23	158	94	275	27	276	16	319	66	147	18	231	1100
05:45 PM	78	159	25	262	35	152	88	275	32	306	23	361	69	138	16	223	1121
Total	271	717	114	1102	106	622	354	1082	137	1192	93	1422	265	577	81	923	4529
Grand Total	496	1348	261	2105	227	1207	667	2101	279	2196	170	2645	518	1118	178	1814	8665
Apprch %	23.6	64	12.4		10.8	57.4	31.7		10.5	83	6.4		28.6	61.6	9.8		
Total %	5.7	15.6	3	24.3	2.6	13.9	7.7	24.2	3.2	25.3	2	30.5	6	12.9	2.1	20.9	

	Harbor Boulevard Southbound				La Habra Boulevard Westbound				Harbor Boulevard Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	54	191	27	272	23	**164**	87	274	31	294	**28**	353	**69**	130	21	220	1119
05:15 PM	64	**196**	**33**	**293**	25	148	85	258	**47**	**316**	26	**389**	61	**162**	**26**	**249**	**1189**
05:30 PM	75	171	29	275	23	158	**94**	**275**	27	276	16	319	66	147	18	231	1100
05:45 PM	**78**	159	25	262	**35**	152	88	275	32	306	23	361	69	138	16	223	1121
Total Volume	271	717	114	1102	106	622	354	1082	137	1192	93	1422	265	577	81	923	4529
% App. Total	24.6	65.1	10.3		9.8	57.5	32.7		9.6	83.8	6.5		28.7	62.5	8.8		
PHF	.869	.915	.864	.940	.757	.948	.941	.984	.729	.943	.830	.914	.960	.890	.779	.927	.952

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City of La Habra
N/S: Harbor Boulevard
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAHALHPM
Site Code : 11011063
Start Date : 1/11/2011
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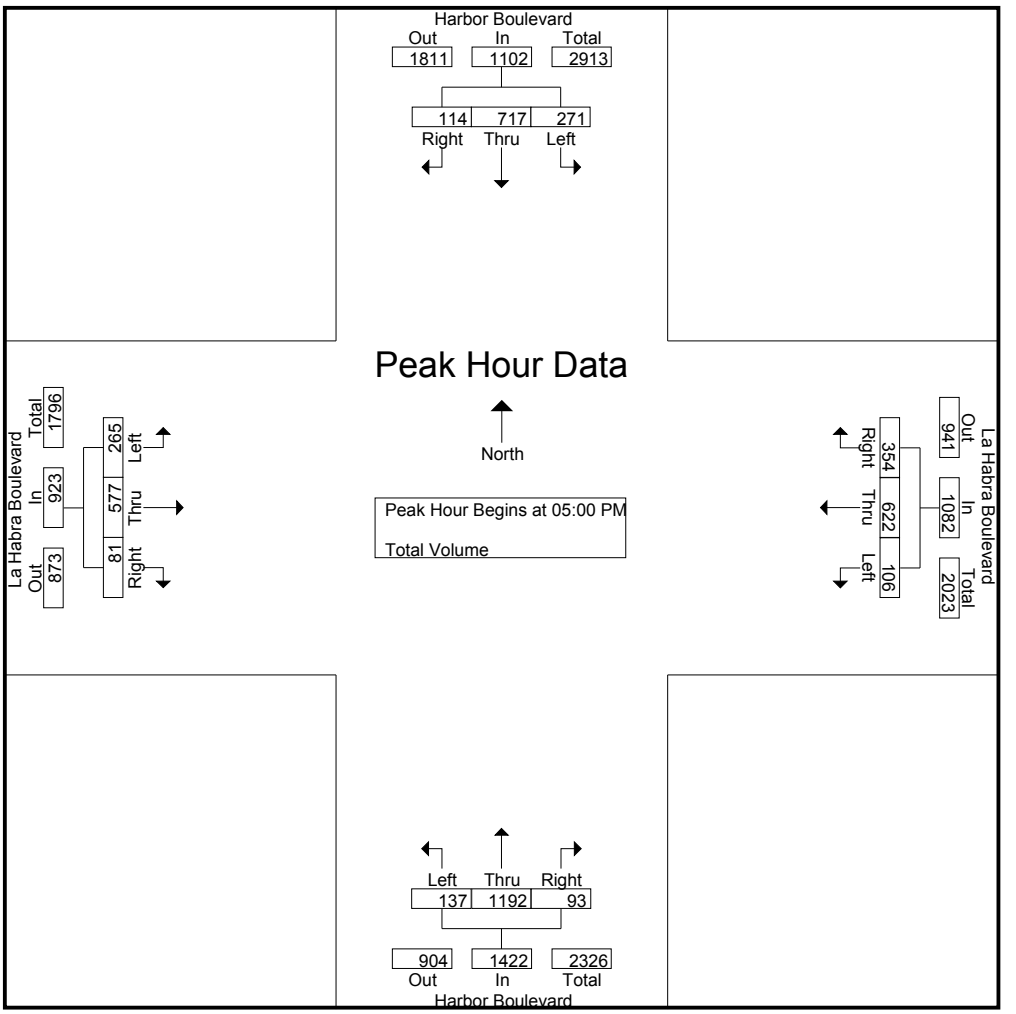

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	54	191	27	272	23	**164**	87	274	31	294	**28**	353	**69**	130	21	220
+15 mins.	64	**196**	**33**	**293**	25	148	85	258	**47**	**316**	26	**389**	61	**162**	**26**	**249**
+30 mins.	75	171	29	275	23	158	**94**	**275**	27	276	16	319	66	147	18	231
+45 mins.	**78**	159	25	262	**35**	152	88	275	32	306	23	361	69	138	16	223
Total Volume	271	717	114	1102	106	622	354	1082	137	1192	93	1422	265	577	81	923
% App. Total	24.6	65.1	10.3		9.8	57.5	32.7		9.6	83.8	6.5		28.7	62.5	8.8	
PHF	.869	.915	.864	.940	.757	.948	.941	.984	.729	.943	.830	.914	.960	.890	.779	.927

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City of La Habra
N/S: Harbor Boulevard
E/W: Lambert Road
Weather: Sunny

File Name : LHAHALAAM
Site Code : 11011051
Start Date : 1/11/2011
Page No : 1

Groups Printed- Total Volume

	Harbor Boulevard Southbound				Lambert Road Westbound				Harbor Boulevard Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	46	176	33	255	20	238	47	305	19	89	20	128	38	247	19	304	992
07:15 AM	52	201	48	301	17	296	63	376	23	79	17	119	41	348	28	417	1213
07:30 AM	56	265	70	391	18	311	80	409	17	102	30	149	24	308	18	350	1299
07:45 AM	70	201	66	337	18	210	44	272	14	102	23	139	31	312	26	369	1117
Total	224	843	217	1284	73	1055	234	1362	73	372	90	535	134	1215	91	1440	4621
08:00 AM	55	177	60	292	26	228	33	287	27	116	33	176	37	248	26	311	1066
08:15 AM	45	200	47	292	38	215	31	284	14	113	27	154	45	244	29	318	1048
08:30 AM	41	188	61	290	27	182	35	244	17	121	30	168	22	232	23	277	979
08:45 AM	40	159	38	237	22	185	23	230	18	104	28	150	28	185	25	238	855
Total	181	724	206	1111	113	810	122	1045	76	454	118	648	132	909	103	1144	3948
Grand Total	405	1567	423	2395	186	1865	356	2407	149	826	208	1183	266	2124	194	2584	8569
Apprch %	16.9	65.4	17.7		7.7	77.5	14.8		12.6	69.8	17.6		10.3	82.2	7.5		
Total %	4.7	18.3	4.9	27.9	2.2	21.8	4.2	28.1	1.7	9.6	2.4	13.8	3.1	24.8	2.3	30.2	

	Harbor Boulevard Southbound				Lambert Road Westbound				Harbor Boulevard Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	52	201	48	301	17	296	63	376	23	79	17	119	**41**	**348**	**28**	**417**	1213
07:30 AM	56	**265**	**70**	**391**	18	**311**	**80**	**409**	17	102	30	149	24	308	18	350	**1299**
07:45 AM	**70**	201	66	337	18	210	44	272	14	102	23	139	31	312	26	369	1117
08:00 AM	55	177	60	292	**26**	228	33	287	**27**	**116**	**33**	**176**	37	248	26	311	1066
Total Volume	233	844	244	1321	79	1045	220	1344	81	399	103	583	133	1216	98	1447	4695
% App. Total	17.6	63.9	18.5		5.9	77.8	16.4		13.9	68.4	17.7		9.2	84	6.8		
PHF	.832	.796	.871	.845	.760	.840	.688	.822	.750	.860	.780	.828	.811	.874	.875	.868	.904

Counts Unlimited Inc.
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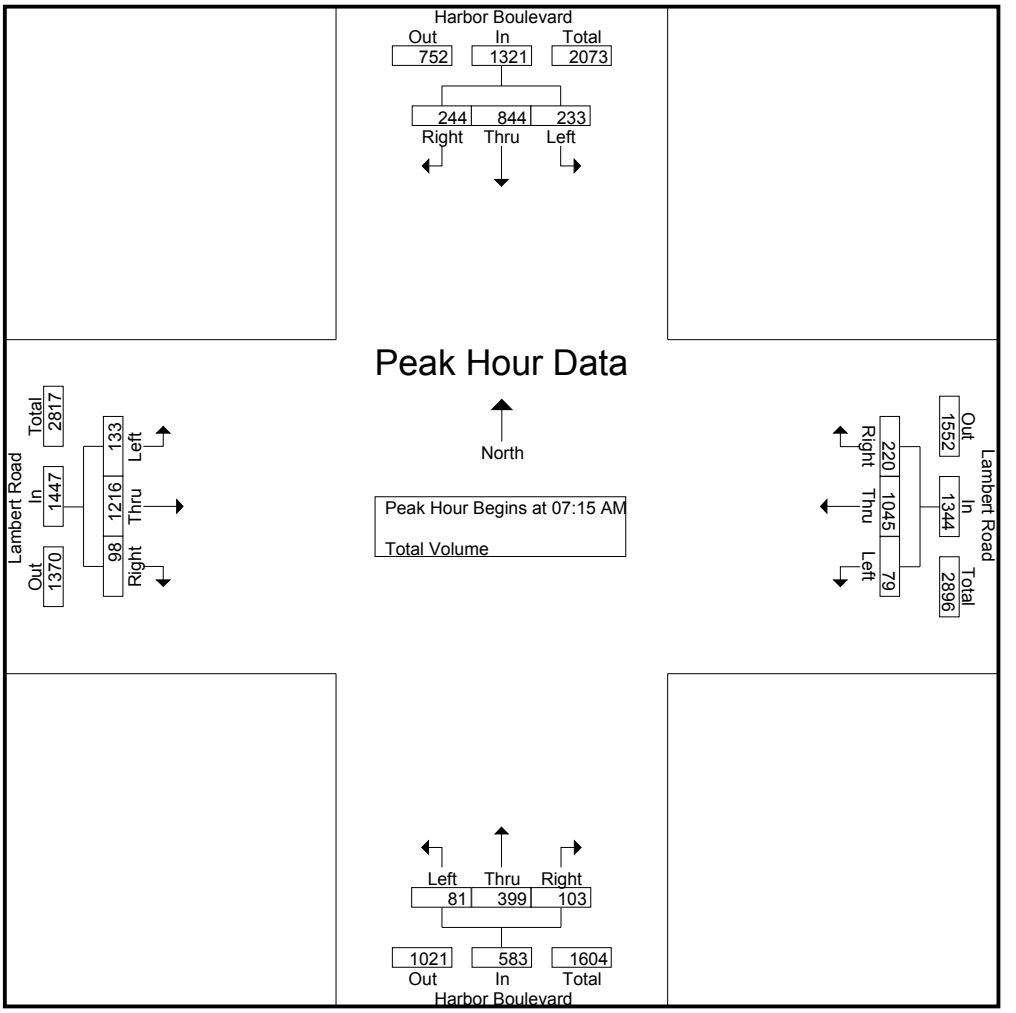
City of La Habra
N/S: Harbor Boulevard
E/W: Lambert Road
Weather: Sunny

File Name : LHAHALAAM
Site Code : 11011051
Start Date : 1/11/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				08:00 AM				07:15 AM			
+0 mins.	52	201	48	301	**20**	238	47	305	**27**	116	**33**	**176**	**41**	**348**	**28**	**417**
+15 mins.	56	**265**	**70**	**391**	17	296	63	376	14	113	27	154	24	308	18	350
+30 mins.	**70**	201	66	337	18	**311**	**80**	**409**	17	**121**	30	168	31	312	26	369
+45 mins.	55	177	60	292	18	210	44	272	18	104	28	150	37	248	26	311
Total Volume	233	844	244	1321	73	1055	234	1362	76	454	118	648	133	1216	98	1447
% App. Total	17.6	63.9	18.5		5.4	77.5	17.2		11.7	70.1	18.2		9.2	84	6.8	
PHF	.832	.796	.871	.845	.913	.848	.731	.833	.704	.938	.894	.920	.811	.874	.875	.868

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City of La Habra
N/S: Harbor Boulevard
E/W: Lambert Road
Weather: Sunny

File Name : LHAHALAPM
Site Code : 11011051
Start Date : 1/11/2011
Page No : 1

Groups Printed- Total Volume

	Harbor Boulevard Southbound				Lambert Road Westbound				Harbor Boulevard Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	33	141	44	218	35	288	43	366	28	197	16	241	56	259	26	341	1166
04:15 PM	39	148	27	214	48	310	47	405	29	226	37	292	50	243	23	316	1227
04:30 PM	47	164	57	268	57	345	53	455	35	227	24	286	52	224	21	297	1306
04:45 PM	46	159	33	238	38	331	69	438	29	259	14	302	51	248	28	327	1305
Total	165	612	161	938	178	1274	212	1664	121	909	91	1121	209	974	98	1281	5004
05:00 PM	52	171	50	273	26	331	80	437	36	236	21	293	50	249	40	339	1342
05:15 PM	39	168	61	268	41	298	60	399	46	261	18	325	50	279	20	349	1341
05:30 PM	40	169	37	246	35	316	61	412	38	275	35	348	52	262	29	343	1349
05:45 PM	34	144	39	217	27	287	71	385	31	229	28	288	54	265	33	352	1242
Total	165	652	187	1004	129	1232	272	1633	151	1001	102	1254	206	1055	122	1383	5274
Grand Total	330	1264	348	1942	307	2506	484	3297	272	1910	193	2375	415	2029	220	2664	10278
Apprch %	17	65.1	17.9		9.3	76	14.7		11.5	80.4	8.1		15.6	76.2	8.3		
Total %	3.2	12.3	3.4	18.9	3	24.4	4.7	32.1	2.6	18.6	1.9	23.1	4	19.7	2.1	25.9	

	Harbor Boulevard Southbound				Lambert Road Westbound				Harbor Boulevard Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	46	159	33	238	38	**331**	69	**438**	29	259	14	302	51	248	28	327	1305
05:00 PM	**52**	**171**	50	**273**	26	331	**80**	437	36	236	21	293	50	249	**40**	339	1342
05:15 PM	39	168	**61**	268	**41**	298	60	399	**46**	261	18	325	50	**279**	20	**349**	1341
05:30 PM	40	169	37	246	35	316	61	412	38	**275**	**35**	**348**	**52**	262	29	343	**1349**
Total Volume	177	667	181	1025	140	1276	270	1686	149	1031	88	1268	203	1038	117	1358	5337
% App. Total	17.3	65.1	17.7		8.3	75.7	16		11.8	81.3	6.9		14.9	76.4	8.6		
PHF	.851	.975	.742	.939	.854	.964	.844	.962	.810	.937	.629	.911	.976	.930	.731	.973	.989

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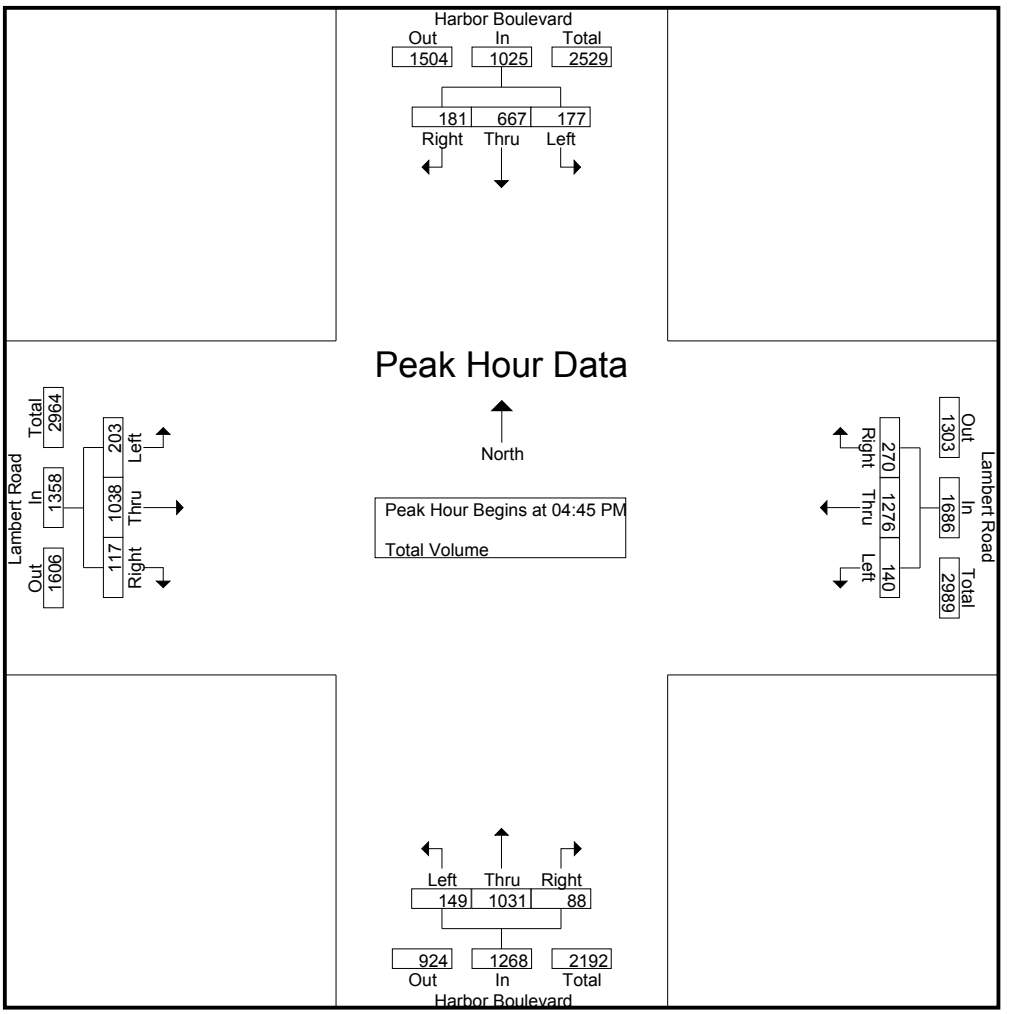
City of La Habra
N/S: Harbor Boulevard
E/W: Lambert Road
Weather: Sunny

File Name : LHAHALAPM
Site Code : 11011051
Start Date : 1/11/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				04:45 PM				05:00 PM			
+0 mins.	47	164	57	268	48	310	47	405	29	259	14	302	50	249	**40**	339
+15 mins.	46	159	33	238	**57**	**345**	53	**455**	36	236	21	293	50	**279**	20	349
+30 mins.	**52**	**171**	50	**273**	38	331	69	438	**46**	261	18	325	52	262	29	343
+45 mins.	39	168	**61**	268	26	331	**80**	437	38	**275**	**35**	**348**	**54**	265	33	**352**
Total Volume	184	662	201	1047	169	1317	249	1735	149	1031	88	1268	206	1055	122	1383
% App. Total	17.6	63.2	19.2		9.7	75.9	14.4		11.8	81.3	6.9		14.9	76.3	8.8	
PHF	.885	.968	.824	.959	.741	.954	.778	.953	.810	.937	.629	.911	.954	.945	.763	.982

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City of La Habra
N/S: Harbor Boulevard
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAHAWHAM
Site Code : 11011066
Start Date : 1/11/2011

Groups Printed- Total Volume

	Harbor Boulevard Southbound				Whittier Boulevard Westbound				Harbor Boulevard Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	25	196	183	404	11	58	13	82	63	89	5	157	66	46	77	189	832
07:15 AM	39	274	202	515	7	88	12	107	80	88	8	176	62	83	100	245	1043
07:30 AM	25	283	182	490	11	86	15	112	84	118	13	215	69	55	94	218	1035
07:45 AM	30	238	178	446	20	81	14	115	79	102	25	206	75	51	86	212	979
Total	119	991	745	1855	49	313	54	416	306	397	51	754	272	235	357	864	3889
08:00 AM	23	258	163	444	18	83	21	122	85	107	40	232	73	69	67	209	1007
08:15 AM	20	233	159	412	28	84	20	132	70	117	13	200	88	51	84	223	967
08:30 AM	15	215	145	375	13	55	14	82	76	94	9	179	60	29	88	177	813
08:45 AM	19	185	139	343	14	39	5	58	73	93	17	183	67	32	74	173	757
Total	77	891	606	1574	73	261	60	394	304	411	79	794	288	181	313	782	3544
Grand Total	196	1882	1351	3429	122	574	114	810	610	808	130	1548	560	416	670	1646	7433
Apprch %	5.7	54.9	39.4		15.1	70.9	14.1		39.4	52.2	8.4		34	25.3	40.7		
Total %	2.6	25.3	18.2	46.1	1.6	7.7	1.5	10.9	8.2	10.9	1.7	20.8	7.5	5.6	9	22.1	

	Harbor Boulevard Southbound				Whittier Boulevard Westbound				Harbor Boulevard Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**39**	274	**202**	**515**	7	**88**	12	107	80	88	8	176	62	**83**	**100**	**245**	**1043**
07:30 AM	25	**283**	182	490	11	86	15	112	84	**118**	13	215	69	55	94	218	1035
07:45 AM	30	238	178	446	**20**	81	14	115	79	102	25	206	**75**	51	86	212	979
08:00 AM	23	258	163	444	18	83	**21**	**122**	**85**	107	**40**	**232**	73	69	67	209	1007
Total Volume	117	1053	725	1895	56	338	62	456	328	415	86	829	279	258	347	884	4064
% App. Total	6.2	55.6	38.3		12.3	74.1	13.6		39.6	50.1	10.4		31.6	29.2	39.3		
PHF	.750	.930	.897	.920	.700	.960	.738	.934	.965	.879	.538	.893	.930	.777	.868	.902	.974

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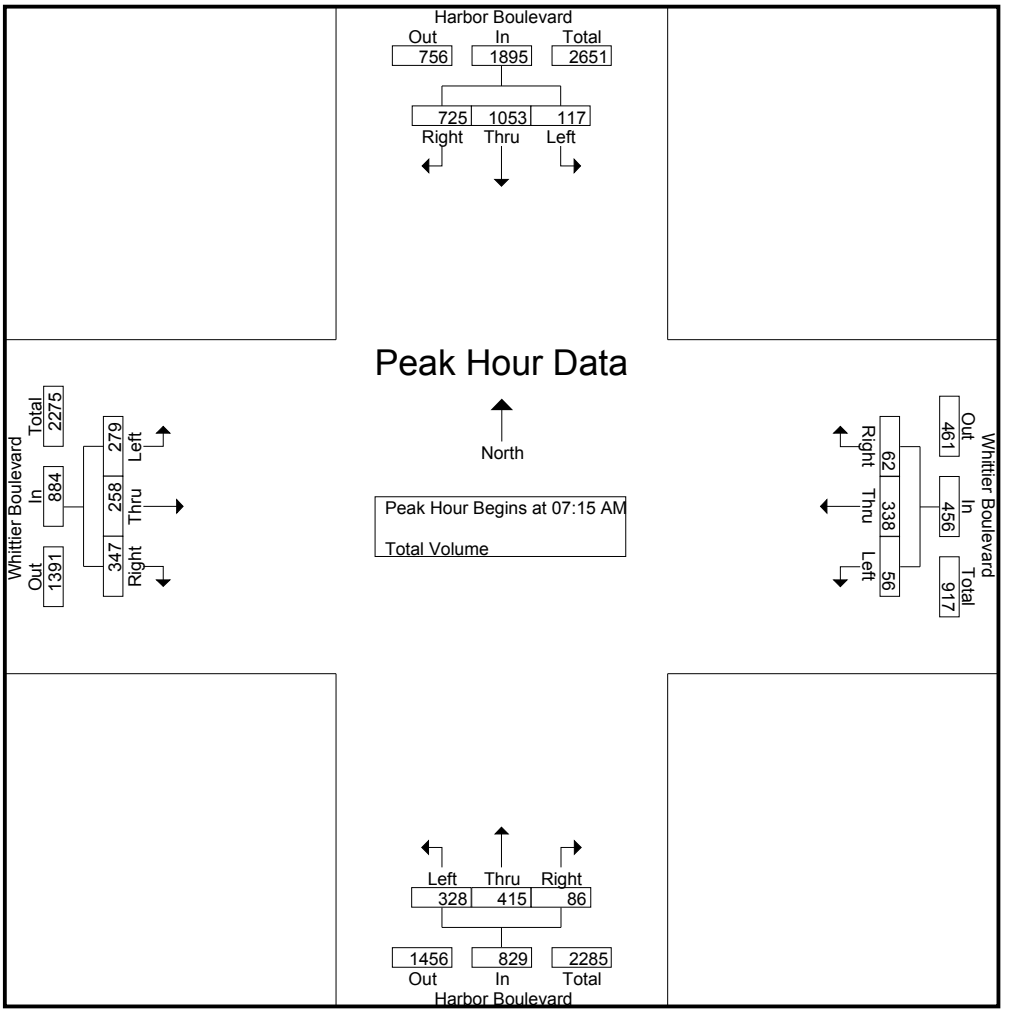
City of La Habra
N/S: Harbor Boulevard
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAHAWHAM
Site Code : 11011066
Start Date : 1/11/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:30 AM				07:15 AM			
+0 mins.	**39**	274	**202**	**515**	11	**86**	15	112	84	**118**	13	215	62	**83**	**100**	**245**
+15 mins.	25	**283**	182	490	20	81	14	115	79	102	25	206	69	55	94	218
+30 mins.	30	238	178	446	18	83	**21**	122	**85**	107	**40**	**232**	**75**	51	86	212
+45 mins.	23	258	163	444	**28**	84	20	**132**	70	117	13	200	73	69	67	209
Total Volume	117	1053	725	1895	77	334	70	481	318	444	91	853	279	258	347	884
% App. Total	6.2	55.6	38.3		16	69.4	14.6		37.3	52.1	10.7		31.6	29.2	39.3	
PHF	.750	.930	.897	.920	.688	.971	.833	.911	.935	.941	.569	.919	.930	.777	.868	.902

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City of La Habra
N/S: Harbor Boulevard
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAHAWHPM
Site Code : 11011066
Start Date : 1/11/2011

Groups Printed- Total Volume

	Harbor Boulevard Southbound				Whittier Boulevard Westbound				Harbor Boulevard Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	117	82	220	11	76	40	127	105	187	15	307	138	55	107	300	954
04:15 PM	22	122	74	218	12	63	33	108	103	238	11	352	166	72	91	329	1007
04:30 PM	34	166	98	298	9	74	65	148	104	230	8	342	157	63	92	312	1100
04:45 PM	27	130	85	242	7	71	71	149	102	267	18	387	161	80	84	325	1103
Total	104	535	339	978	39	284	209	532	414	922	52	1388	622	270	374	1266	4164
05:00 PM	32	136	97	265	16	66	74	156	107	259	11	377	209	73	99	381	1179
05:15 PM	34	168	88	290	15	91	71	177	99	283	10	392	182	60	85	327	1186
05:30 PM	17	150	98	265	18	86	78	182	99	293	7	399	188	73	67	328	1174
05:45 PM	26	162	99	287	7	70	66	143	108	283	9	400	184	78	77	339	1169
Total	109	616	382	1107	56	313	289	658	413	1118	37	1568	763	284	328	1375	4708
Grand Total	213	1151	721	2085	95	597	498	1190	827	2040	89	2956	1385	554	702	2641	8872
Apprch %	10.2	55.2	34.6		8	50.2	41.8		28	69	3		52.4	21	26.6		
Total %	2.4	13	8.1	23.5	1.1	6.7	5.6	13.4	9.3	23	1	33.3	15.6	6.2	7.9	29.8	

	Harbor Boulevard Southbound				Whittier Boulevard Westbound				Harbor Boulevard Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	32	136	97	265	16	66	74	156	107	259	**11**	377	**209**	73	**99**	**381**	1179
05:15 PM	**34**	**168**	88	**290**	15	**91**	71	177	99	283	10	392	182	60	85	327	**1186**
05:30 PM	17	150	98	265	**18**	86	**78**	**182**	99	**293**	7	399	188	73	67	328	1174
05:45 PM	26	162	**99**	287	7	70	66	143	**108**	283	9	**400**	184	**78**	77	339	1169
Total Volume	109	616	382	1107	56	313	289	658	413	1118	37	1568	763	284	328	1375	4708
% App. Total	9.8	55.6	34.5		8.5	47.6	43.9		26.3	71.3	2.4		55.5	20.7	23.9		
PHF	.801	.917	.965	.954	.778	.860	.926	.904	.956	.954	.841	.980	.913	.910	.828	.902	.992

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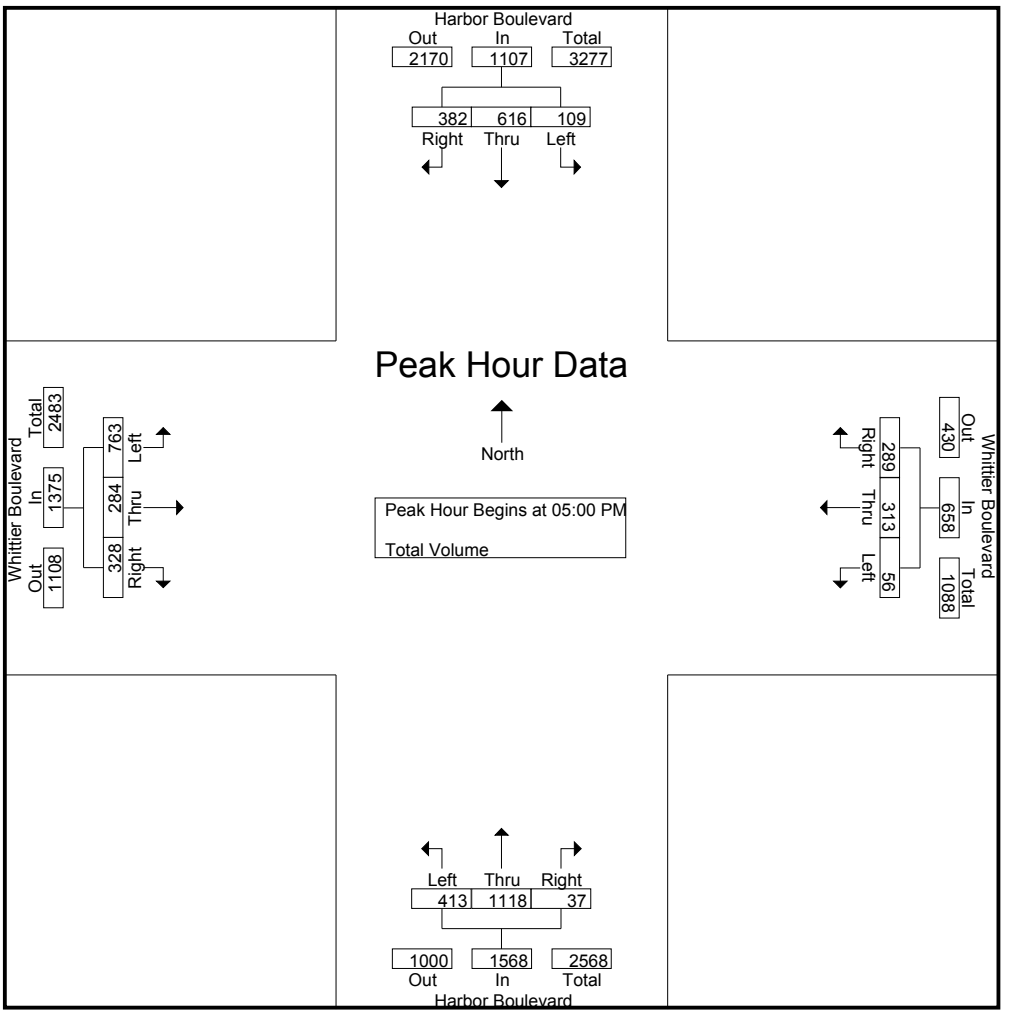
City of La Habra
N/S: Harbor Boulevard
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAHAWHPM
Site Code : 11011066
Start Date : 1/11/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	32	136	97	265	7	71	71	149	107	259	**11**	377	**209**	73	**99**	**381**
+15 mins.	**34**	**168**	88	**290**	16	66	74	156	99	283	10	392	182	60	85	327
+30 mins.	17	150	98	265	15	**91**	71	177	99	**293**	7	399	188	73	67	328
+45 mins.	26	162	**99**	287	**18**	86	**78**	**182**	**108**	283	9	**400**	184	**78**	77	339
Total Volume	109	616	382	1107	56	314	294	664	413	1118	37	1568	763	284	328	1375
% App. Total	9.8	55.6	34.5		8.4	47.3	44.3		26.3	71.3	2.4		55.5	20.7	23.9	
PHF	.801	.917	.965	.954	.778	.863	.942	.912	.956	.954	.841	.980	.913	.910	.828	.902

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City of La Habra
N/S: Idaho Street
E/W: Imperial Highway
Weather: Sunny

File Name : LHAIDIMAM
Site Code : 11011051
Start Date : 1/12/2011
Page No : 1

Groups Printed- Total Volume

	Idaho Street Southbound				Imperial Highway Westbound				Idaho Street Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	27	79	46	152	16	252	12	280	27	60	25	112	6	165	29	200	744
07:15 AM	28	105	34	167	19	330	20	369	35	62	40	137	25	202	18	245	918
07:30 AM	30	114	40	184	16	326	26	368	59	89	23	171	18	199	40	257	980
07:45 AM	51	138	47	236	41	333	19	393	50	113	31	194	16	265	37	318	1141
Total	136	436	167	739	92	1241	77	1410	171	324	119	614	65	831	124	1020	3783
08:00 AM	37	142	22	201	27	247	17	291	44	116	49	209	16	184	35	235	936
08:15 AM	28	100	23	151	43	277	26	346	44	78	27	149	19	226	27	272	918
08:30 AM	30	123	40	193	19	219	23	261	47	135	21	203	30	206	33	269	926
08:45 AM	28	98	34	160	22	224	25	271	50	123	37	210	20	211	33	264	905
Total	123	463	119	705	111	967	91	1169	185	452	134	771	85	827	128	1040	3685
Grand Total	259	899	286	1444	203	2208	168	2579	356	776	253	1385	150	1658	252	2060	7468
Apprch %	17.9	62.3	19.8		7.9	85.6	6.5		25.7	56	18.3		7.3	80.5	12.2		
Total %	3.5	12	3.8	19.3	2.7	29.6	2.2	34.5	4.8	10.4	3.4	18.5	2	22.2	3.4	27.6	

	Idaho Street Southbound				Imperial Highway Westbound				Idaho Street Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	28	105	34	167	19	330	20	369	35	62	40	137	**25**	202	18	245	918
07:30 AM	30	114	40	184	16	326	**26**	368	**59**	89	23	171	18	199	**40**	257	980
07:45 AM	**51**	138	**47**	**236**	**41**	**333**	19	**393**	50	113	31	194	16	**265**	37	**318**	**1141**
08:00 AM	37	**142**	22	201	27	247	17	291	44	**116**	**49**	**209**	16	184	35	235	936
Total Volume	146	499	143	788	103	1236	82	1421	188	380	143	711	75	850	130	1055	3975
% App. Total	18.5	63.3	18.1		7.2	87	5.8		26.4	53.4	20.1		7.1	80.6	12.3		
PHF	.716	.879	.761	.835	.628	.928	.788	.904	.797	.819	.730	.850	.750	.802	.813	.829	.871

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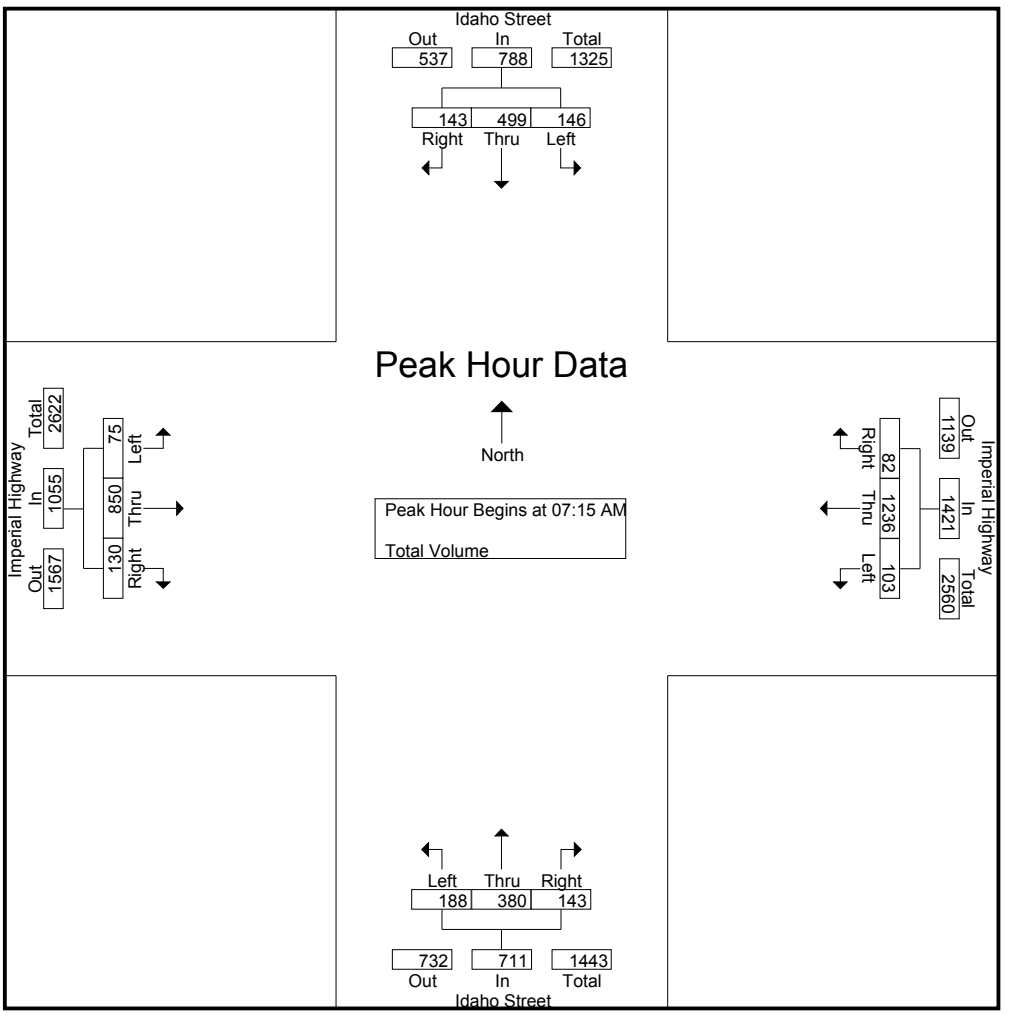
City of La Habra
N/S: Idaho Street
E/W: Imperial Highway
Weather: Sunny

File Name : LHAIDIMAM
Site Code : 11011051
Start Date : 1/12/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				08:00 AM				07:45 AM			
+0 mins.	28	105	34	167	19	330	20	369	44	116	**49**	209	16	**265**	**37**	**318**
+15 mins.	30	114	40	184	16	326	**26**	368	44	78	27	149	16	184	35	235
+30 mins.	**51**	138	**47**	**236**	**41**	**333**	19	**393**	47	**135**	21	203	19	226	27	272
+45 mins.	37	**142**	22	201	27	247	17	291	**50**	123	37	**210**	**30**	206	33	269
Total Volume	146	499	143	788	103	1236	82	1421	185	452	134	771	81	881	132	1094
% App. Total	18.5	63.3	18.1		7.2	87	5.8		24	58.6	17.4		7.4	80.5	12.1	
PHF	.716	.879	.761	.835	.628	.928	.788	.904	.925	.837	.684	.918	.675	.831	.892	.860

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City of La Habra
N/S: Idaho Street
E/W: Imperial Highway
Weather: Sunny

File Name : LHAIDIMPM
Site Code : 11011063
Start Date : 1/12/2011

Groups Printed- Total Volume

	Idaho Street Southbound				Imperial Highway Westbound				Idaho Street Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	32	117	34	183	55	300	56	411	54	134	29	217	60	308	44	412	1223
04:15 PM	37	86	42	165	33	266	40	339	53	120	26	199	44	266	49	359	1062
04:30 PM	32	99	51	182	41	300	45	386	53	113	31	197	74	319	49	442	1207
04:45 PM	26	96	36	158	43	284	48	375	70	160	54	284	53	303	41	397	1214
Total	127	398	163	688	172	1150	189	1511	230	527	140	897	231	1196	183	1610	4706
05:00 PM	40	116	50	206	49	315	56	420	47	147	38	232	56	316	72	444	1302
05:15 PM	36	116	50	202	31	325	59	415	72	159	44	275	49	341	57	447	1339
05:30 PM	33	121	43	197	38	304	42	384	56	152	45	253	66	286	57	409	1243
05:45 PM	40	115	59	214	41	266	47	354	78	141	35	254	54	301	59	414	1236
Total	149	468	202	819	159	1210	204	1573	253	599	162	1014	225	1244	245	1714	5120
Grand Total	276	866	365	1507	331	2360	393	3084	483	1126	302	1911	456	2440	428	3324	9826
Apprch %	18.3	57.5	24.2		10.7	76.5	12.7		25.3	58.9	15.8		13.7	73.4	12.9		
Total %	2.8	8.8	3.7	15.3	3.4	24	4	31.4	4.9	11.5	3.1	19.4	4.6	24.8	4.4	33.8	

	Idaho Street Southbound				Imperial Highway Westbound				Idaho Street Northbound				Imperial Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**40**	116	50	206	**49**	315	56	**420**	47	147	38	232	56	316	**72**	444	1302
05:15 PM	36	116	50	202	31	**325**	**59**	415	72	**159**	44	**275**	49	**341**	57	**447**	**1339**
05:30 PM	33	**121**	43	197	38	304	42	384	56	152	**45**	253	**66**	286	57	409	1243
05:45 PM	40	115	**59**	**214**	41	266	47	354	**78**	141	35	254	54	301	59	414	1236
Total Volume	149	468	202	819	159	1210	204	1573	253	599	162	1014	225	1244	245	1714	5120
% App. Total	18.2	57.1	24.7		10.1	76.9	13		25	59.1	16		13.1	72.6	14.3		
PHF	.931	.967	.856	.957	.811	.931	.864	.936	.811	.942	.900	.922	.852	.912	.851	.959	.956

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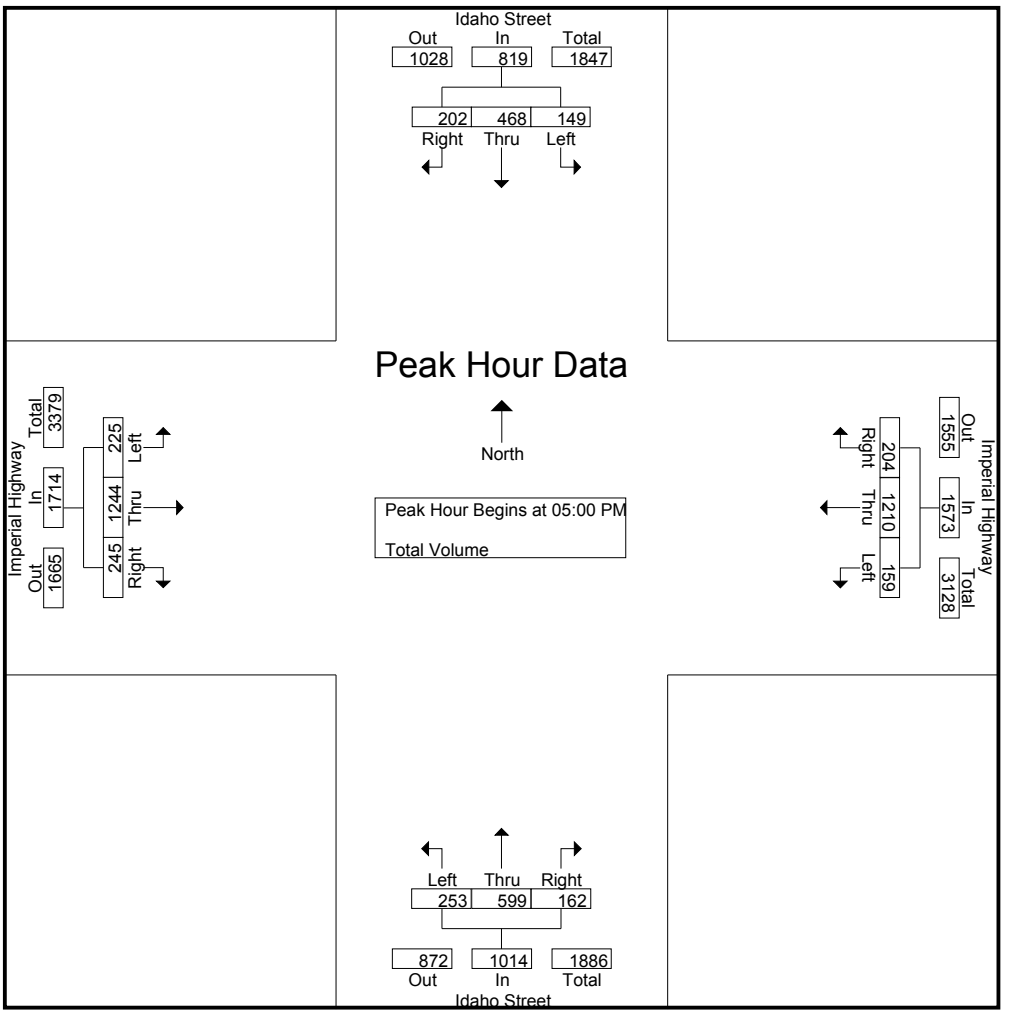
City of La Habra
N/S: Idaho Street
E/W: Imperial Highway
Weather: Sunny

File Name : LHAIDIMPM
Site Code : 11011063
Start Date : 1/12/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:45 PM				04:30 PM			
+0 mins.	**40**	116	50	206	41	300	45	386	70	**160**	**54**	**284**	**74**	319	49	442
+15 mins.	36	116	50	202	43	284	48	375	47	147	38	232	53	303	41	397
+30 mins.	33	**121**	43	197	**49**	315	56	**420**	**72**	159	44	275	56	316	**72**	444
+45 mins.	40	115	**59**	**214**	31	**325**	**59**	415	56	152	45	253	49	**341**	57	**447**
Total Volume	149	468	202	819	164	1224	208	1596	245	618	181	1044	232	1279	219	1730
% App. Total	18.2	57.1	24.7		10.3	76.7	13		23.5	59.2	17.3		13.4	73.9	12.7	
PHF	.931	.967	.856	.957	.837	.942	.881	.950	.851	.966	.838	.919	.784	.938	.760	.968

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City of La Habra
N/S: Idaho Street
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAIDLHAM
Site Code : 11011156
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Idaho Street Southbound				La Habra Boulevard Westbound				Idaho Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	44	20	72	27	143	9	179	11	34	9	54	10	85	12	107	412
07:15 AM	8	62	26	96	31	203	8	242	6	61	36	103	34	119	14	167	608
07:30 AM	13	65	39	117	60	240	10	310	15	103	41	159	71	180	14	265	851
07:45 AM	20	71	24	115	55	240	15	310	13	50	37	100	15	136	18	169	694
Total	49	242	109	400	173	826	42	1041	45	248	123	416	130	520	58	708	2565
08:00 AM	17	51	26	94	29	153	9	191	17	45	19	81	10	107	23	140	506
08:15 AM	7	52	15	74	34	146	14	194	13	38	18	69	16	117	26	159	496
08:30 AM	14	57	16	87	35	141	7	183	22	35	30	87	24	108	23	155	512
08:45 AM	6	51	11	68	25	123	6	154	14	54	32	100	12	114	9	135	457
Total	44	211	68	323	123	563	36	722	66	172	99	337	62	446	81	589	1971
Grand Total	93	453	177	723	296	1389	78	1763	111	420	222	753	192	966	139	1297	4536
Apprch %	12.9	62.7	24.5		16.8	78.8	4.4		14.7	55.8	29.5		14.8	74.5	10.7		
Total %	2.1	10	3.9	15.9	6.5	30.6	1.7	38.9	2.4	9.3	4.9	16.6	4.2	21.3	3.1	28.6	

	Idaho Street Southbound				La Habra Boulevard Westbound				Idaho Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	62	26	96	31	203	8	242	6	61	36	103	34	119	14	167	608
07:30 AM	13	65	**39**	**117**	**60**	**240**	10	**310**	15	**103**	**41**	**159**	**71**	**180**	14	**265**	**851**
07:45 AM	**20**	**71**	24	115	55	240	**15**	310	13	50	37	100	15	136	18	169	694
08:00 AM	17	51	26	94	29	153	9	191	**17**	45	19	81	10	107	**23**	140	506
Total Volume	58	249	115	422	175	836	42	1053	51	259	133	443	130	542	69	741	2659
% App. Total	13.7	59	27.3		16.6	79.4	4		11.5	58.5	30		17.5	73.1	9.3		
PHF	.725	.877	.737	.902	.729	.871	.700	.849	.750	.629	.811	.697	.458	.753	.750	.699	.781

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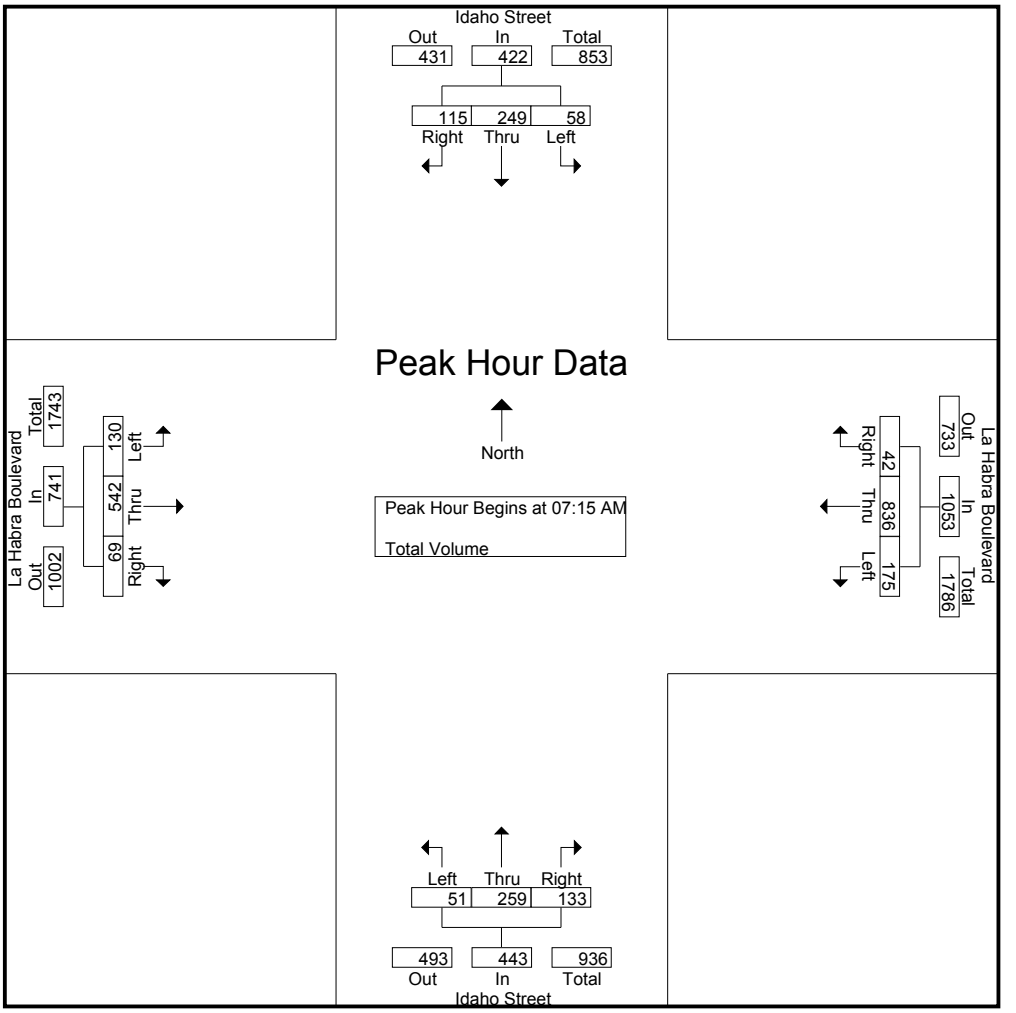
City of La Habra
N/S: Idaho Street
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAIDLHAM
Site Code : 11011156
Start Date : 1/13/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	8	62	26	96	31	203	8	242	6	61	36	103	34	119	14	167
+15 mins.	13	65	**39**	**117**	**60**	**240**	10	**310**	15	**103**	**41**	**159**	**71**	**180**	14	**265**
+30 mins.	**20**	**71**	24	115	55	240	**15**	310	13	50	37	100	15	136	18	169
+45 mins.	17	51	26	94	29	153	9	191	**17**	45	19	81	10	107	**23**	140
Total Volume	58	249	115	422	175	836	42	1053	51	259	133	443	130	542	69	741
% App. Total	13.7	59	27.3		16.6	79.4	4		11.5	58.5	30		17.5	73.1	9.3	
PHF	.725	.877	.737	.902	.729	.871	.700	.849	.750	.629	.811	.697	.458	.753	.750	.699

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City of La HAbra
N/S: Idaho Street
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAIDLHPM
Site Code : 11011156
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Idaho Street Southbound				La Habra Boulevard Westbound				Idaho Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	18	75	26	119	42	148	18	208	23	62	32	117	16	161	32	209	653
04:15 PM	15	82	27	124	37	145	16	198	27	90	37	154	22	193	21	236	712
04:30 PM	17	84	23	124	51	155	20	226	39	66	28	133	24	175	27	226	709
04:45 PM	15	89	20	124	39	148	23	210	25	88	33	146	14	184	24	222	702
Total	65	330	96	491	169	596	77	842	114	306	130	550	76	713	104	893	2776
05:00 PM	22	93	25	140	26	177	24	227	22	83	35	140	23	198	27	248	755
05:15 PM	16	90	20	126	55	154	17	226	28	100	46	174	23	176	26	225	751
05:30 PM	16	88	18	122	29	164	11	204	29	84	51	164	31	183	21	235	725
05:45 PM	11	81	16	108	37	172	9	218	31	97	43	171	22	182	23	227	724
Total	65	352	79	496	147	667	61	875	110	364	175	649	99	739	97	935	2955
Grand Total	130	682	175	987	316	1263	138	1717	224	670	305	1199	175	1452	201	1828	5731
Apprch %	13.2	69.1	17.7		18.4	73.6	8		18.7	55.9	25.4		9.6	79.4	11		
Total %	2.3	11.9	3.1	17.2	5.5	22	2.4	30	3.9	11.7	5.3	20.9	3.1	25.3	3.5	31.9	

	Idaho Street Southbound				La Habra Boulevard Westbound				Idaho Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**22**	**93**	**25**	**140**	26	**177**	**24**	**227**	22	83	35	140	23	**198**	**27**	**248**	**755**
05:15 PM	16	90	20	126	**55**	154	17	226	28	**100**	46	**174**	23	176	26	225	751
05:30 PM	16	88	18	122	29	164	11	204	29	84	**51**	164	**31**	183	21	235	725
05:45 PM	11	81	16	108	37	172	9	218	**31**	97	43	171	22	182	23	227	724
Total Volume	65	352	79	496	147	667	61	875	110	364	175	649	99	739	97	935	2955
% App. Total	13.1	71	15.9		16.8	76.2	7		16.9	56.1	27		10.6	79	10.4		
PHF	.739	.946	.790	.886	.668	.942	.635	.964	.887	.910	.858	.932	.798	.933	.898	.943	.978

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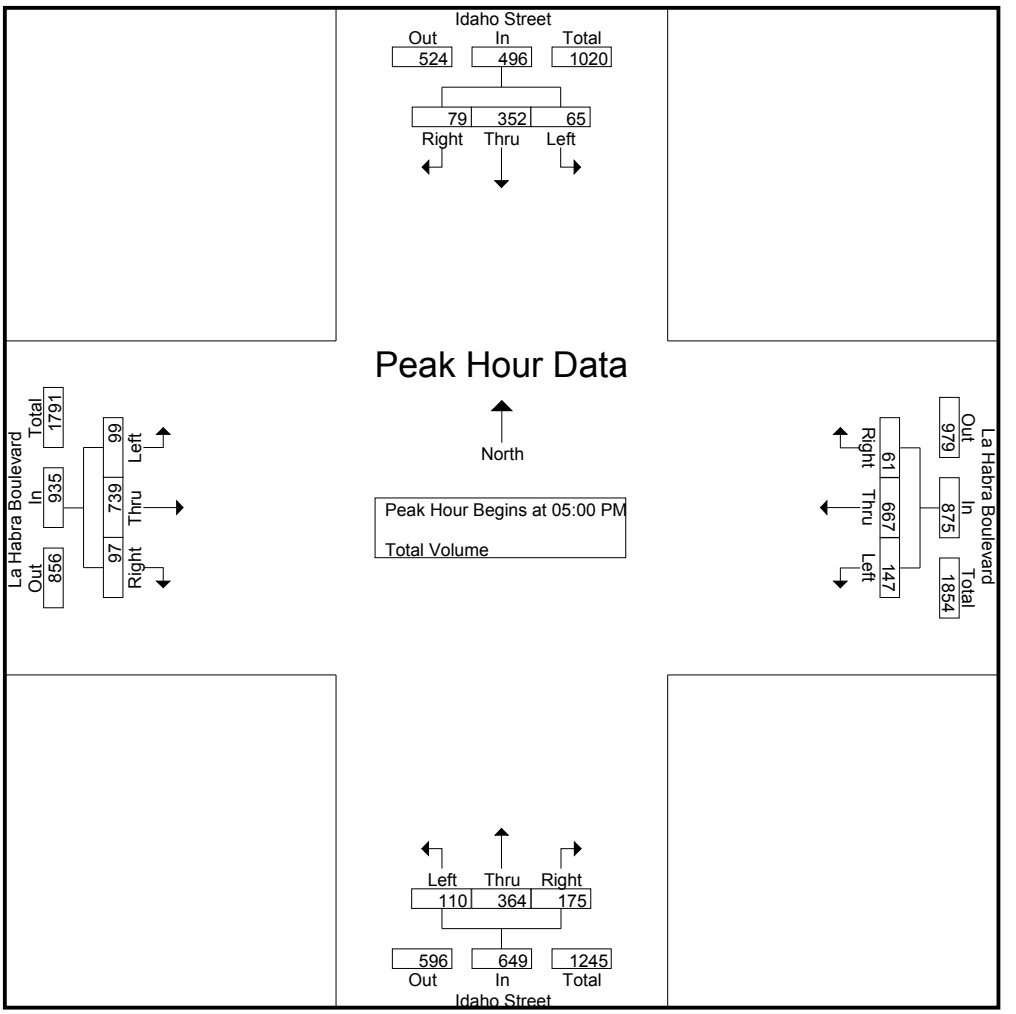
City of La HAbra
N/S: Idaho Street
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAIDLHPM
Site Code : 11011156
Start Date : 1/13/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				05:00 PM				05:00 PM			
+0 mins.	17	84	23	124	51	155	20	226	22	83	35	140	23	**198**	**27**	**248**
+15 mins.	15	89	20	124	39	148	23	210	28	**100**	46	**174**	23	176	26	225
+30 mins.	**22**	**93**	**25**	**140**	26	**177**	**24**	**227**	29	84	**51**	164	**31**	183	21	235
+45 mins.	16	90	20	126	**55**	154	17	226	**31**	97	43	171	22	182	23	227
Total Volume	70	356	88	514	171	634	84	889	110	364	175	649	99	739	97	935
% App. Total	13.6	69.3	17.1		19.2	71.3	9.4		16.9	56.1	27		10.6	79	10.4	
PHF	.795	.957	.880	.918	.777	.895	.875	.979	.887	.910	.858	.932	.798	.933	.898	.943

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City of La Habra
N/S: Idaho Street
E/W: Lambert Road
Weather: Sunny

File Name : LHAIDLAAMREDO
Site Code : 11011035
Start Date : 1/26/2011
Page No : 1

Groups Printed- Total Volume

	Idaho Street Southbound				Lambert Road Westbound				Idaho Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	15	90	24	129	27	300	11	338	29	38	32	99	12	264	34	310	876
07:15 AM	21	90	14	125	42	305	15	362	30	68	38	136	35	339	21	395	1018
07:30 AM	35	120	52	207	53	345	17	415	32	104	33	169	61	325	28	414	1205
07:45 AM	18	145	64	227	44	319	15	378	50	100	44	194	11	344	30	385	1184
Total	89	445	154	688	166	1269	58	1493	141	310	147	598	119	1272	113	1504	4283
08:00 AM	20	91	21	132	34	252	13	299	34	70	31	135	15	269	32	316	882
08:15 AM	28	115	14	157	49	262	16	327	24	83	40	147	15	272	33	320	951
08:30 AM	19	109	18	146	34	251	11	296	29	80	38	147	6	240	31	277	866
08:45 AM	11	97	12	120	36	222	6	264	31	87	29	147	8	199	24	231	762
Total	78	412	65	555	153	987	46	1186	118	320	138	576	44	980	120	1144	3461
Grand Total	167	857	219	1243	319	2256	104	2679	259	630	285	1174	163	2252	233	2648	7744
Apprch %	13.4	68.9	17.6		11.9	84.2	3.9		22.1	53.7	24.3		6.2	85	8.8		
Total %	2.2	11.1	2.8	16.1	4.1	29.1	1.3	34.6	3.3	8.1	3.7	15.2	2.1	29.1	3	34.2	

	Idaho Street Southbound				Lambert Road Westbound				Idaho Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	21	90	14	125	42	305	15	362	30	68	38	136	35	339	21	395	1018
07:30 AM	**35**	120	52	207	**53**	**345**	**17**	**415**	32	**104**	33	169	**61**	325	28	**414**	**1205**
07:45 AM	18	**145**	**64**	**227**	44	319	15	378	**50**	100	**44**	**194**	11	**344**	30	385	1184
08:00 AM	20	91	21	132	34	252	13	299	34	70	31	135	15	269	**32**	316	882
Total Volume	94	446	151	691	173	1221	60	1454	146	342	146	634	122	1277	111	1510	4289
% App. Total	13.6	64.5	21.9		11.9	84	4.1		23	53.9	23		8.1	84.6	7.4		
PHF	.671	.769	.590	.761	.816	.885	.882	.876	.730	.822	.830	.817	.500	.928	.867	.912	.890

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City of La Habra
N/S: Idaho Street
E/W: Lambert Road
Weather: Sunny

File Name : LHAIDLAAMREDO
Site Code : 11011035
Start Date : 1/26/2011
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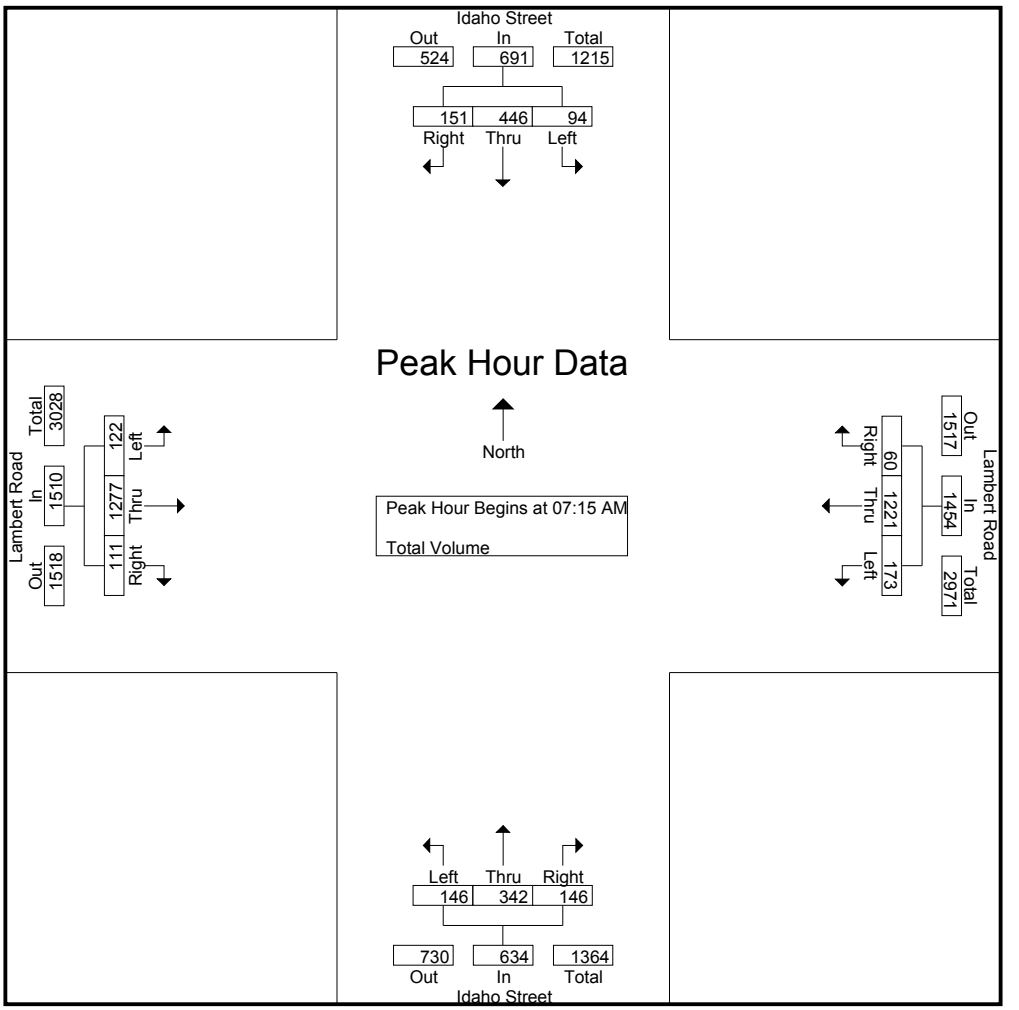

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:30 AM				07:15 AM			
+0 mins.	**35**	120	52	207	27	300	11	338	32	**104**	33	169	35	339	21	395
+15 mins.	18	**145**	**64**	**227**	42	305	15	362	**50**	100	**44**	**194**	**61**	325	28	**414**
+30 mins.	20	91	21	132	**53**	**345**	**17**	**415**	34	70	31	135	11	**344**	30	385
+45 mins.	28	115	14	157	44	319	15	378	24	83	40	147	15	269	**32**	316
Total Volume	101	471	151	723	166	1269	58	1493	140	357	148	645	122	1277	111	1510
% App. Total	14	65.1	20.9		11.1	85	3.9		21.7	55.3	22.9		8.1	84.6	7.4	
PHF	.721	.812	.590	.796	.783	.920	.853	.899	.700	.858	.841	.831	.500	.928	.867	.912

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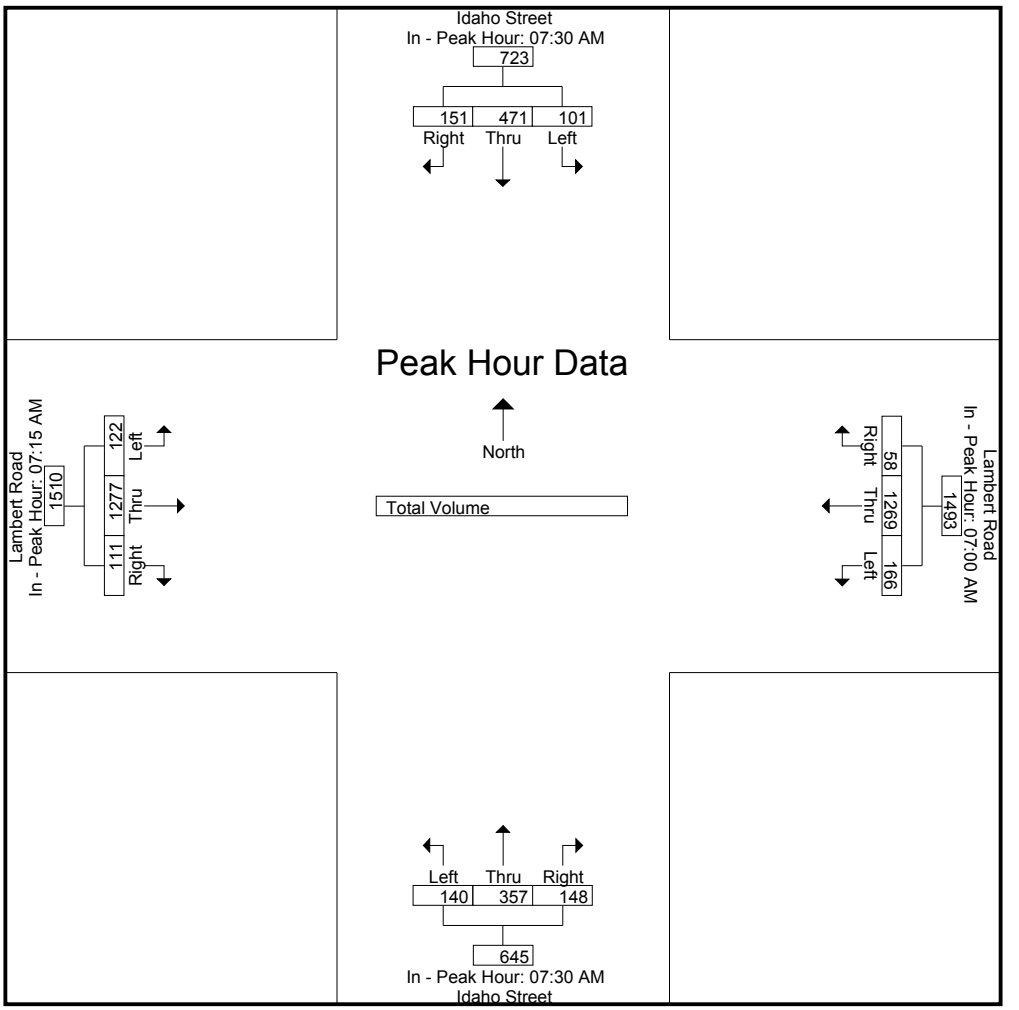
City of La Habra
N/S: Idaho Street
E/W: Lambert Road
Weather: Sunny

File Name : LHAIDLAAMREDO
Site Code : 11011035
Start Date : 1/26/2011
Page No : 3



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City of La Habra
N/S: Idaho Street
E/W: Lambert Road
Weather: Sunny

File Name : LHAIDLAAM
Site Code : 11011149
Start Date : 1/12/2011
Page No : 1

Groups Printed- Total Volume

	Idaho Street Southbound				Lambert Road Westbound				Idaho Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	77	18	107	28	274	10	312	28	38	23	89	8	254	15	277	785
07:15 AM	16	100	16	132	24	323	10	357	29	52	31	112	25	279	24	328	929
07:30 AM	26	120	37	183	50	343	16	409	44	100	20	164	59	320	21	400	1156
07:45 AM	17	119	67	203	53	319	10	382	53	84	33	170	20	299	19	338	1093
Total	71	416	138	625	155	1259	46	1460	154	274	107	535	112	1152	79	1343	3963
08:00 AM	23	101	22	146	28	254	10	292	42	74	25	141	14	278	27	319	898
08:15 AM	24	93	2	119	38	206	6	250	31	60	44	135	3	253	26	282	786
08:30 AM	21	112	11	144	47	201	10	258	25	96	48	169	10	194	21	225	796
08:45 AM	18	90	9	117	44	222	15	281	31	70	48	149	4	186	27	217	764
Total	86	396	44	526	157	883	41	1081	129	300	165	594	31	911	101	1043	3244
Grand Total	157	812	182	1151	312	2142	87	2541	283	574	272	1129	143	2063	180	2386	7207
Apprch %	13.6	70.5	15.8		12.3	84.3	3.4		25.1	50.8	24.1		6	86.5	7.5		
Total %	2.2	11.3	2.5	16	4.3	29.7	1.2	35.3	3.9	8	3.8	15.7	2	28.6	2.5	33.1	

	Idaho Street Southbound				Lambert Road Westbound				Idaho Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	16	100	16	132	24	323	10	357	29	52	31	112	25	279	24	328	929
07:30 AM	**26**	**120**	37	183	50	**343**	**16**	**409**	44	**100**	20	164	**59**	**320**	21	**400**	**1156**
07:45 AM	17	119	**67**	**203**	**53**	319	10	382	**53**	84	**33**	**170**	20	299	19	338	1093
08:00 AM	23	101	22	146	28	254	10	292	42	74	25	141	14	278	**27**	319	898
Total Volume	82	440	142	664	155	1239	46	1440	168	310	109	587	118	1176	91	1385	4076
% App. Total	12.3	66.3	21.4		10.8	86	3.2		28.6	52.8	18.6		8.5	84.9	6.6		
PHF	.788	.917	.530	.818	.731	.903	.719	.880	.792	.775	.826	.863	.500	.919	.843	.866	.881

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City of La Habra
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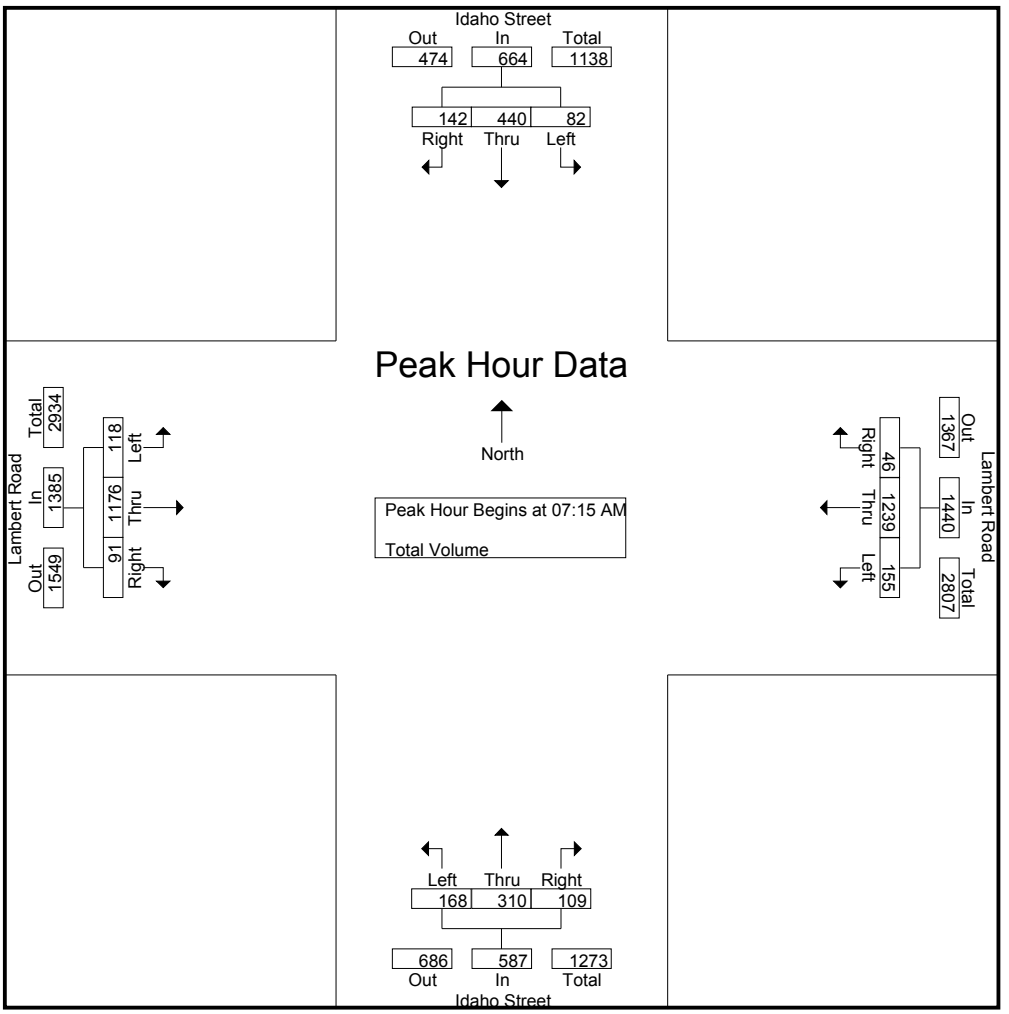
File Name : LHAIDLAAM
Site Code : 11011149
Start Date : 1/12/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:45 AM				07:15 AM			
+0 mins.	16	100	16	132	28	274	10	312	**53**	84	33	**170**	25	279	24	328
+15 mins.	**26**	**120**	37	183	24	323	10	357	42	74	25	141	**59**	**320**	21	**400**
+30 mins.	17	119	**67**	**203**	50	**343**	**16**	**409**	31	60	44	135	20	299	19	338
+45 mins.	23	101	22	146	**53**	319	10	382	25	**96**	**48**	169	14	278	**27**	319
Total Volume	82	440	142	664	155	1259	46	1460	151	314	150	615	118	1176	91	1385
% App. Total	12.3	66.3	21.4		10.6	86.2	3.2		24.6	51.1	24.4		8.5	84.9	6.6	
PHF	.788	.917	.530	.818	.731	.918	.719	.892	.712	.818	.781	.904	.500	.919	.843	.866

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City of La Habra
N/S: Idaho Street
E/W: Lambert Road
Weather: Sunny

File Name : LHAIDLAPM
Site Code : 11011149
Start Date : 1/12/2011
Page No : 1

Groups Printed- Total Volume

	Idaho Street Southbound				Lambert Road Westbound				Idaho Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	27	111	20	158	45	260	20	325	42	116	64	222	18	241	28	287	992
04:15 PM	23	105	20	148	57	291	23	371	40	125	57	222	14	294	42	350	1091
04:30 PM	20	116	24	160	51	325	21	397	38	119	70	227	17	301	36	354	1138
04:45 PM	25	109	28	162	55	321	26	402	42	122	52	216	12	298	49	359	1139
Total	95	441	92	628	208	1197	90	1495	162	482	243	887	61	1134	155	1350	4360
05:00 PM	18	129	31	178	51	316	19	386	54	143	62	259	25	321	41	387	1210
05:15 PM	10	140	15	165	65	337	26	428	58	155	68	281	14	300	47	361	1235
05:30 PM	21	113	24	158	70	320	18	408	49	136	42	227	16	278	30	324	1117
05:45 PM	18	130	23	171	68	315	17	400	38	134	50	222	12	299	34	345	1138
Total	67	512	93	672	254	1288	80	1622	199	568	222	989	67	1198	152	1417	4700
Grand Total	162	953	185	1300	462	2485	170	3117	361	1050	465	1876	128	2332	307	2767	9060
Apprch %	12.5	73.3	14.2		14.8	79.7	5.5		19.2	56	24.8		4.6	84.3	11.1		
Total %	1.8	10.5	2	14.3	5.1	27.4	1.9	34.4	4	11.6	5.1	20.7	1.4	25.7	3.4	30.5	

	Idaho Street Southbound				Lambert Road Westbound				Idaho Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	20	116	24	160	51	325	21	397	38	119	**70**	227	17	301	36	354	1138
04:45 PM	**25**	109	28	162	55	321	**26**	402	42	122	52	216	12	298	**49**	359	1139
05:00 PM	18	129	**31**	**178**	51	316	19	386	54	143	62	259	**25**	**321**	41	**387**	1210
05:15 PM	10	**140**	15	165	**65**	**337**	26	**428**	**58**	**155**	68	**281**	14	300	47	361	**1235**
Total Volume	73	494	98	665	222	1299	92	1613	192	539	252	983	68	1220	173	1461	4722
% App. Total	11	74.3	14.7		13.8	80.5	5.7		19.5	54.8	25.6		4.7	83.5	11.8		
PHF	.730	.882	.790	.934	.854	.964	.885	.942	.828	.869	.900	.875	.680	.950	.883	.944	.956

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File Name : LHAIDLAPM
Site Code : 11011149
Start Date : 1/12/2011
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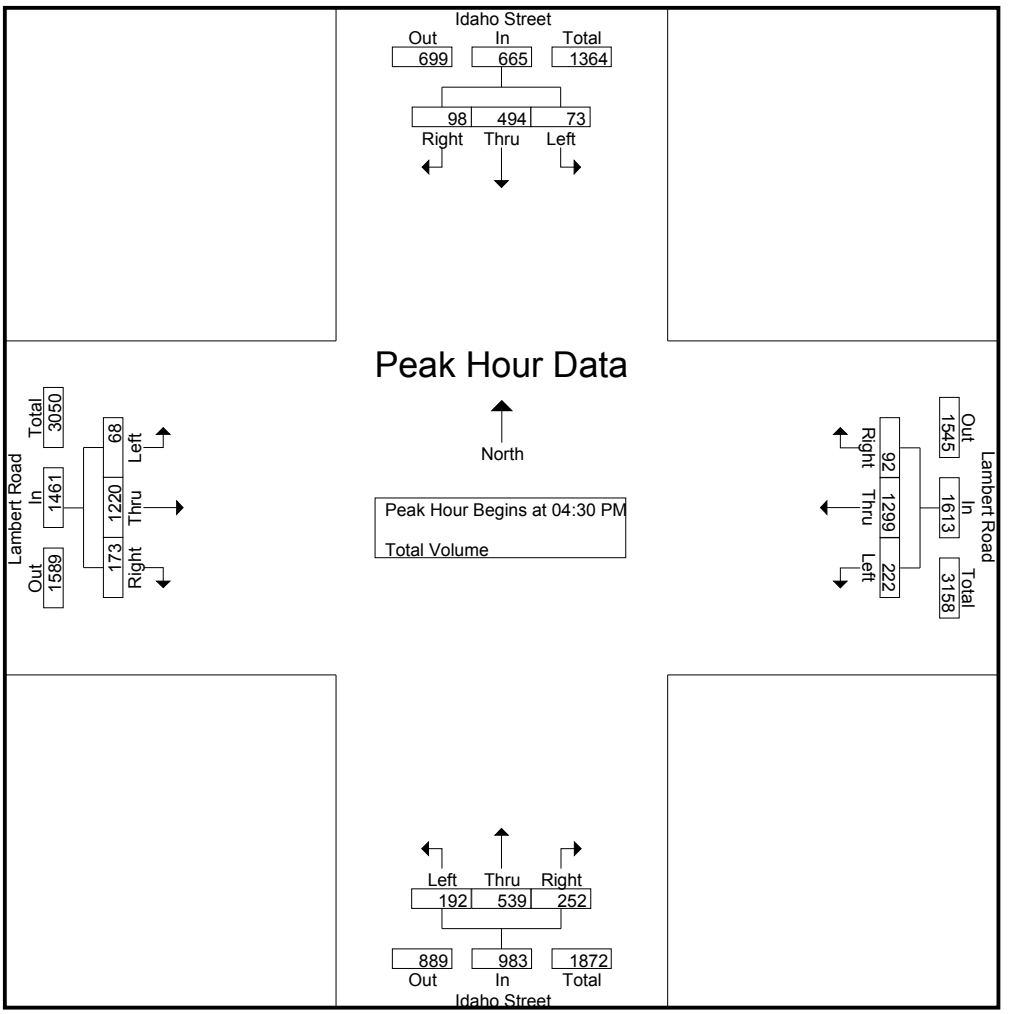

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				05:00 PM				04:30 PM			
+0 mins.	18	129	**31**	**178**	55	321	**26**	402	54	143	62	259	17	301	36	354
+15 mins.	10	**140**	15	165	51	316	19	386	**58**	**155**	**68**	**281**	12	298	**49**	359
+30 mins.	**21**	113	24	158	65	**337**	26	**428**	49	136	42	227	**25**	**321**	41	**387**
+45 mins.	18	130	23	171	**70**	320	18	408	38	134	50	222	14	300	47	361
Total Volume	67	512	93	672	241	1294	89	1624	199	568	222	989	68	1220	173	1461
% App. Total	10	76.2	13.8		14.8	79.7	5.5		20.1	57.4	22.4		4.7	83.5	11.8	
PHF	.798	.914	.750	.944	.861	.960	.856	.949	.858	.916	.816	.880	.680	.950	.883	.944

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City of La Habra
N/S: Idaho Street
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAIDWHAM
Site Code : 11011066
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Idaho Street Southbound				Whittier Boulevard Westbound				Idaho Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	7	7	19	14	310	6	330	29	1	5	35	1	187	35	223	607
07:15 AM	8	6	1	15	33	362	1	396	46	1	12	59	2	280	79	361	831
07:30 AM	4	14	6	24	39	333	2	374	93	2	25	120	6	284	107	397	915
07:45 AM	4	9	4	17	40	330	7	377	59	4	29	92	1	245	42	288	774
Total	21	36	18	75	126	1335	16	1477	227	8	71	306	10	996	263	1269	3127
08:00 AM	8	3	8	19	18	313	4	335	31	2	12	45	3	224	31	258	657
08:15 AM	5	4	10	19	28	346	3	377	33	1	15	49	4	255	42	301	746
08:30 AM	9	5	3	17	32	280	4	316	30	2	17	49	6	206	50	262	644
08:45 AM	6	6	3	15	29	289	10	328	31	8	16	55	17	186	32	235	633
Total	28	18	24	70	107	1228	21	1356	125	13	60	198	30	871	155	1056	2680
Grand Total	49	54	42	145	233	2563	37	2833	352	21	131	504	40	1867	418	2325	5807
Apprch %	33.8	37.2	29		8.2	90.5	1.3		69.8	4.2	26		1.7	80.3	18		
Total %	0.8	0.9	0.7	2.5	4	44.1	0.6	48.8	6.1	0.4	2.3	8.7	0.7	32.2	7.2	40	

	Idaho Street Southbound				Whittier Boulevard Westbound				Idaho Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**8**	6	1	15	33	**362**	1	**396**	46	1	12	59	2	280	79	361	831
07:30 AM	4	**14**	6	**24**	39	333	2	374	**93**	2	25	**120**	**6**	**284**	**107**	**397**	**915**
07:45 AM	4	9	4	17	**40**	330	**7**	377	59	**4**	**29**	92	1	245	42	288	774
08:00 AM	8	3	**8**	19	18	313	4	335	31	2	12	45	3	224	31	258	657
Total Volume	24	32	19	75	130	1338	14	1482	229	9	78	316	12	1033	259	1304	3177
% App. Total	32	42.7	25.3		8.8	90.3	0.9		72.5	2.8	24.7		0.9	79.2	19.9		
PHF	.750	.571	.594	.781	.813	.924	.500	.936	.616	.563	.672	.658	.500	.909	.605	.821	.868

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File Name : LHAIDWHAM
Site Code : 11011066
Start Date : 1/13/2011
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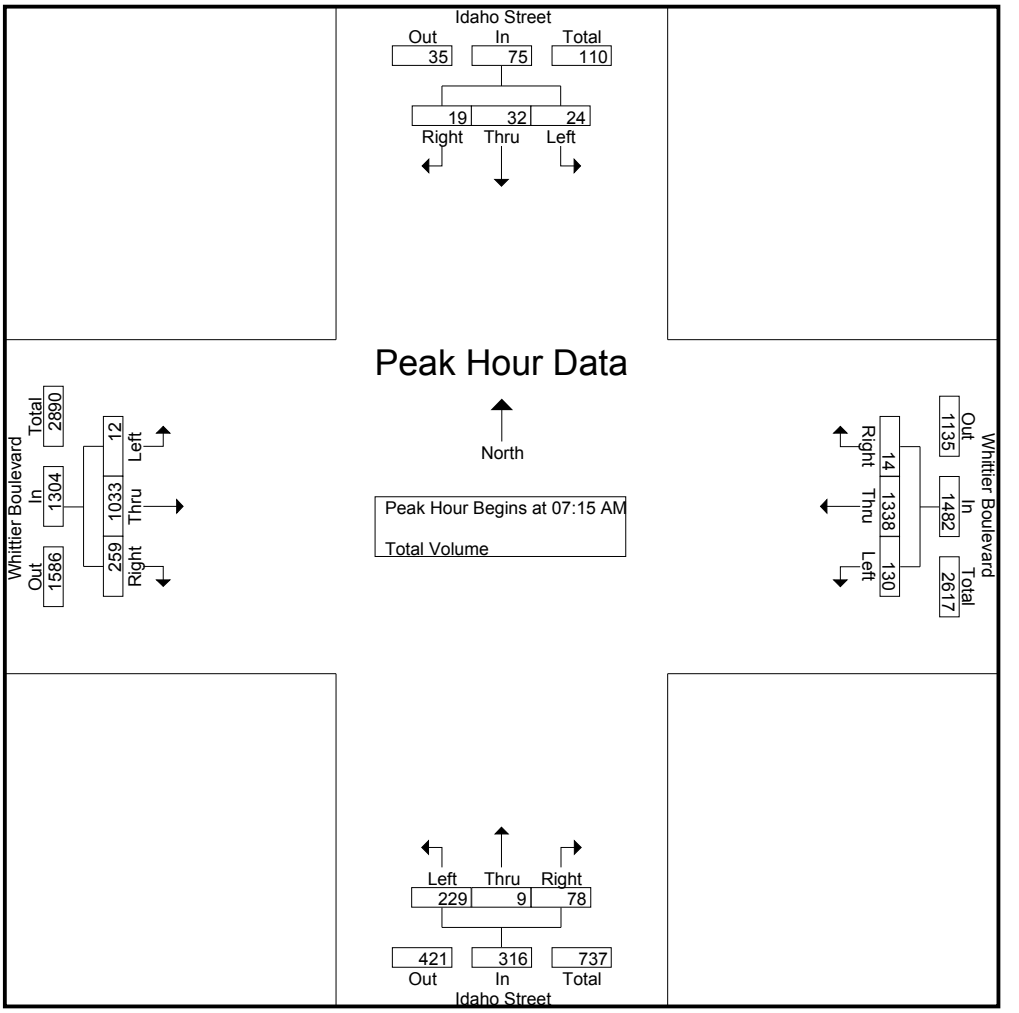

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	4	**14**	6	**24**	33	**362**	1	**396**	46	1	12	59	2	280	79	361
+15 mins.	4	9	4	17	39	333	2	374	**93**	2	25	**120**	**6**	**284**	**107**	**397**
+30 mins.	**8**	3	8	19	**40**	330	**7**	377	59	**4**	**29**	92	1	245	42	288
+45 mins.	5	4	**10**	19	18	313	4	335	31	2	12	45	3	224	31	258
Total Volume	21	30	28	79	130	1338	14	1482	229	9	78	316	12	1033	259	1304
% App. Total	26.6	38	35.4		8.8	90.3	0.9		72.5	2.8	24.7		0.9	79.2	19.9	
PHF	.656	.536	.700	.823	.813	.924	.500	.936	.616	.563	.672	.658	.500	.909	.605	.821

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City of La Habra
N/S: Idaho Street
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAIDWHPM
Site Code : 1011035
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Idaho Street Southbound				Whittier Boulevard Westbound				Idaho Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	22	13	2	37	27	250	8	285	61	10	31	102	7	306	71	384	808
04:15 PM	18	9	3	30	37	272	7	316	67	6	41	114	8	319	76	403	863
04:30 PM	21	13	8	42	27	278	10	315	76	6	37	119	2	295	52	349	825
04:45 PM	20	19	2	41	38	282	9	329	79	4	37	120	11	332	80	423	913
Total	81	54	15	150	129	1082	34	1245	283	26	146	455	28	1252	279	1559	3409
05:00 PM	21	16	6	43	41	336	4	381	83	12	35	130	8	348	82	438	992
05:15 PM	26	15	3	44	56	317	9	382	78	4	38	120	4	357	64	425	971
05:30 PM	23	20	5	48	36	295	5	336	69	7	41	117	8	364	57	429	930
05:45 PM	31	19	7	57	33	305	4	342	73	9	51	133	5	370	55	430	962
Total	101	70	21	192	166	1253	22	1441	303	32	165	500	25	1439	258	1722	3855
Grand Total	182	124	36	342	295	2335	56	2686	586	58	311	955	53	2691	537	3281	7264
Apprch %	53.2	36.3	10.5		11	86.9	2.1		61.4	6.1	32.6		1.6	82	16.4		
Total %	2.5	1.7	0.5	4.7	4.1	32.1	0.8	37	8.1	0.8	4.3	13.1	0.7	37	7.4	45.2	

	Idaho Street Southbound				Whittier Boulevard Westbound				Idaho Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	21	16	6	43	41	**336**	4	381	**83**	**12**	35	130	**8**	348	**82**	**438**	**992**
05:15 PM	26	15	3	44	**56**	317	**9**	**382**	78	4	38	120	4	357	64	425	971
05:30 PM	23	**20**	5	48	36	295	5	336	69	7	41	117	8	364	57	429	930
05:45 PM	**31**	19	**7**	**57**	33	305	4	342	73	9	**51**	**133**	5	**370**	55	430	962
Total Volume	101	70	21	192	166	1253	22	1441	303	32	165	500	25	1439	258	1722	3855
% App. Total	52.6	36.5	10.9		11.5	87	1.5		60.6	6.4	33		1.5	83.6	15		
PHF	.815	.875	.750	.842	.741	.932	.611	.943	.913	.667	.809	.940	.781	.972	.787	.983	.972

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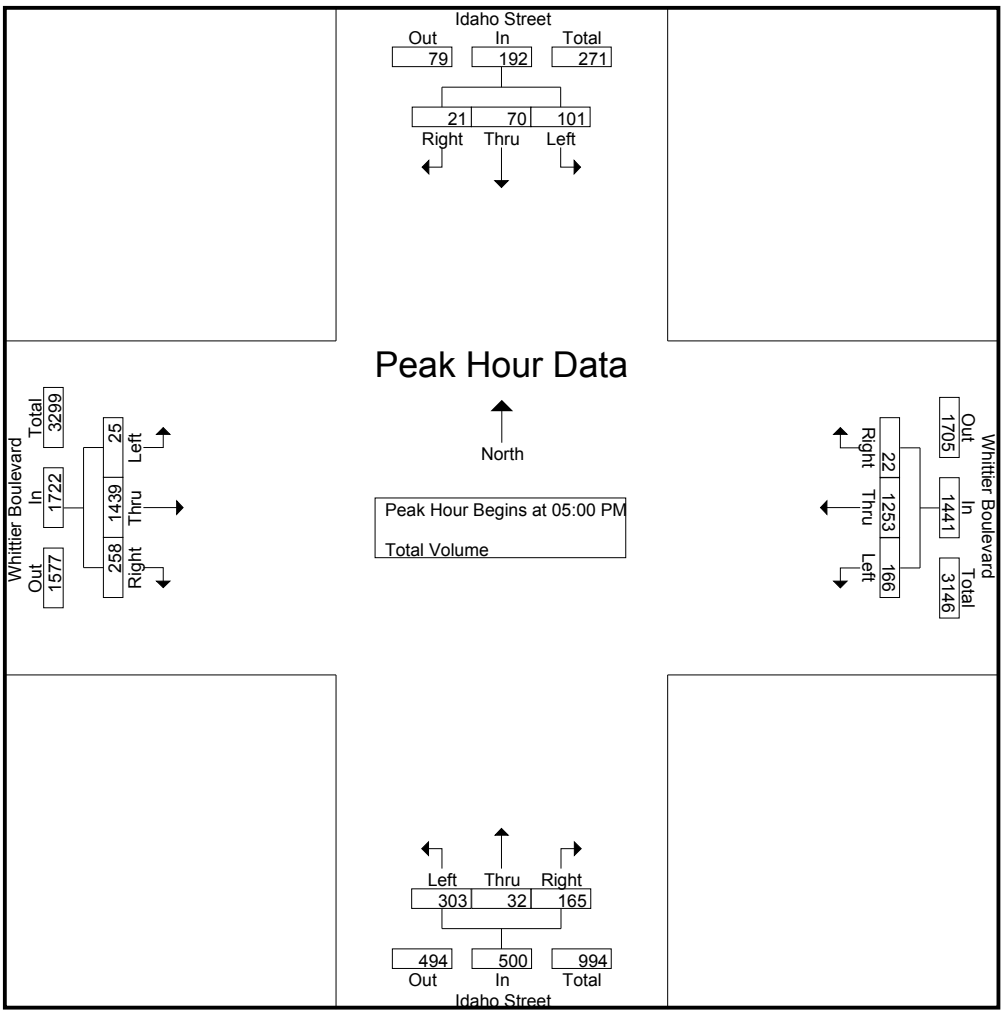
City of La Habra
N/S: Idaho Street
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAIDWHPM
Site Code : 1011035
Start Date : 1/13/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	21	16	6	43	41	**336**	4	381	**83**	**12**	35	130	**8**	348	**82**	**438**
+15 mins.	26	15	3	44	**56**	317	**9**	**382**	78	4	38	120	4	357	64	425
+30 mins.	23	**20**	5	48	36	295	5	336	69	7	41	117	8	364	57	429
+45 mins.	**31**	19	**7**	**57**	33	305	4	342	73	9	**51**	**133**	5	**370**	55	430
Total Volume	101	70	21	192	166	1253	22	1441	303	32	165	500	25	1439	258	1722
% App. Total	52.6	36.5	10.9		11.5	87	1.5		60.6	6.4	33		1.5	83.6	15	
PHF	.815	.875	.750	.842	.741	.932	.611	.943	.913	.667	.809	.940	.781	.972	.787	.983

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City of La Habra
N/S: Monte Vista Street
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAMVLHAM
Site Code : 11011155
Start Date : 1/13/2011

Groups Printed- Total Volume

	Monte Vista Street Southbound				La Habra Boulevard Westbound				Monte Vista Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	16	8	19	43	1	153	18	172	2	6	8	16	5	95	4	104	335
07:15 AM	40	9	24	73	6	190	20	216	6	13	10	29	4	106	2	112	430
07:30 AM	55	28	48	131	8	222	37	267	5	40	13	58	13	99	8	120	576
07:45 AM	31	22	37	90	8	207	15	230	6	12	19	37	12	185	13	210	567
Total	142	67	128	337	23	772	90	885	19	71	50	140	34	485	27	546	1908
08:00 AM	10	9	12	31	10	165	5	180	3	7	9	19	6	147	14	167	397
08:15 AM	12	2	12	26	5	170	7	182	2	2	8	12	5	134	8	147	367
08:30 AM	12	11	11	34	11	148	6	165	8	7	11	26	2	134	7	143	368
08:45 AM	13	5	16	34	5	109	3	117	1	3	7	11	2	100	1	103	265
Total	47	27	51	125	31	592	21	644	14	19	35	68	15	515	30	560	1397
Grand Total	189	94	179	462	54	1364	111	1529	33	90	85	208	49	1000	57	1106	3305
Apprch %	40.9	20.3	38.7		3.5	89.2	7.3		15.9	43.3	40.9		4.4	90.4	5.2		
Total %	5.7	2.8	5.4	14	1.6	41.3	3.4	46.3	1	2.7	2.6	6.3	1.5	30.3	1.7	33.5	

	Monte Vista Street Southbound				La Habra Boulevard Westbound				Monte Vista Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	40	9	24	73	6	190	20	216	**6**	13	10	29	4	106	2	112	430
07:30 AM	**55**	**28**	**48**	**131**	8	**222**	**37**	**267**	5	**40**	13	**58**	**13**	99	8	120	**576**
07:45 AM	31	22	37	90	8	207	15	230	6	12	**19**	37	12	**185**	13	**210**	567
08:00 AM	10	9	12	31	**10**	165	5	180	3	7	9	19	6	147	**14**	167	397
Total Volume	136	68	121	325	32	784	77	893	20	72	51	143	35	537	37	609	1970
% App. Total	41.8	20.9	37.2		3.6	87.8	8.6		14	50.3	35.7		5.7	88.2	6.1		
PHF	.618	.607	.630	.620	.800	.883	.520	.836	.833	.450	.671	.616	.673	.726	.661	.725	.855

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City of La Habra
N/S: Monte Vista Street
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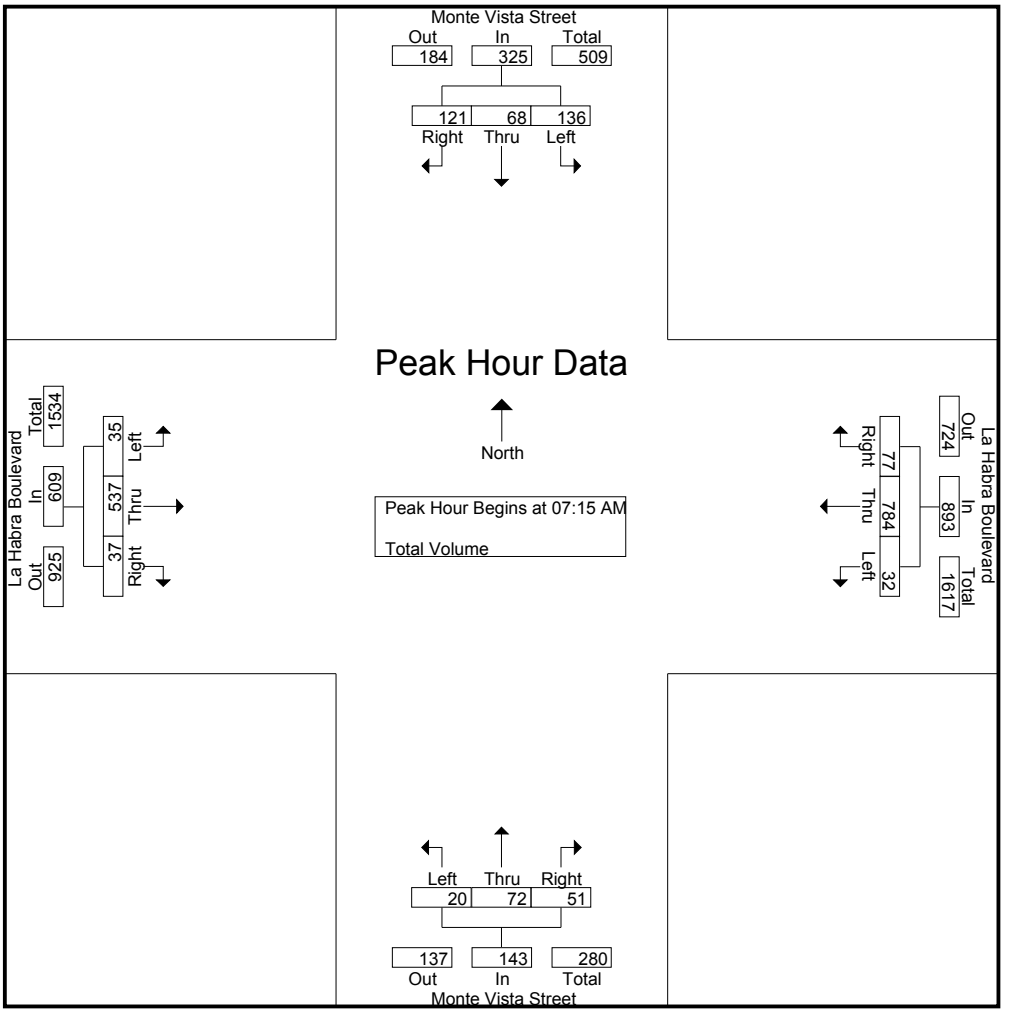
Weather: Sunny

File Name : LHAMVLHAM
Site Code : 11011155
Start Date : 1/13/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:15 AM				07:45 AM			
+0 mins.	16	8	19	43	6	190	20	216	**6**	13	10	29	**12**	**185**	13	**210**
+15 mins.	40	9	24	73	8	**222**	**37**	**267**	5	**40**	13	**58**	6	147	**14**	167
+30 mins.	**55**	**28**	**48**	**131**	8	207	15	230	6	12	**19**	37	5	134	8	147
+45 mins.	31	22	37	90	**10**	165	5	180	3	7	9	19	2	134	7	143
Total Volume	142	67	128	337	32	784	77	893	20	72	51	143	25	600	42	667
% App. Total	42.1	19.9	38		3.6	87.8	8.6		14	50.3	35.7		3.7	90	6.3	
PHF	.645	.598	.667	.643	.800	.883	.520	.836	.833	.450	.671	.616	.521	.811	.750	.794

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City of La Habra
N/S: Monte Vista Street
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAMVLHPM
Site Code : 11011155
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Monte Vista Street Southbound				La Habra Boulevard Westbound				Monte Vista Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	26	8	18	52	12	181	10	203	9	8	13	30	6	168	9	183	468
04:15 PM	18	14	9	41	6	192	12	210	5	9	15	29	6	209	5	220	500
04:30 PM	40	8	15	63	6	202	19	227	7	20	10	37	6	198	5	209	536
04:45 PM	22	6	4	32	14	204	22	240	4	4	11	19	4	214	9	227	518
Total	106	36	46	188	38	779	63	880	25	41	49	115	22	789	28	839	2022
05:00 PM	19	5	17	41	9	210	22	241	8	7	11	26	8	222	8	238	546
05:15 PM	22	8	18	48	18	198	15	231	7	6	14	27	6	215	11	232	538
05:30 PM	16	5	4	25	14	197	25	236	12	7	15	34	8	230	7	245	540
05:45 PM	15	4	16	35	5	178	12	195	3	10	15	28	4	204	8	216	474
Total	72	22	55	149	46	783	74	903	30	30	55	115	26	871	34	931	2098
Grand Total	178	58	101	337	84	1562	137	1783	55	71	104	230	48	1660	62	1770	4120
Apprch %	52.8	17.2	30		4.7	87.6	7.7		23.9	30.9	45.2		2.7	93.8	3.5		
Total %	4.3	1.4	2.5	8.2	2	37.9	3.3	43.3	1.3	1.7	2.5	5.6	1.2	40.3	1.5	43	

	Monte Vista Street Southbound				La Habra Boulevard Westbound				Monte Vista Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**22**	6	4	32	14	204	22	240	4	4	11	19	4	214	9	227	518
05:00 PM	19	5	17	41	9	**210**	22	**241**	8	**7**	11	26	**8**	222	8	238	**546**
05:15 PM	22	**8**	**18**	**48**	**18**	198	15	231	7	6	14	27	6	215	**11**	232	538
05:30 PM	16	5	4	25	14	197	**25**	236	**12**	7	**15**	**34**	8	**230**	7	**245**	540
Total Volume	79	24	43	146	55	809	84	948	31	24	51	106	26	881	35	942	2142
% App. Total	54.1	16.4	29.5		5.8	85.3	8.9		29.2	22.6	48.1		2.8	93.5	3.7		
PHF	.898	.750	.597	.760	.764	.963	.840	.983	.646	.857	.850	.779	.813	.958	.795	.961	.981

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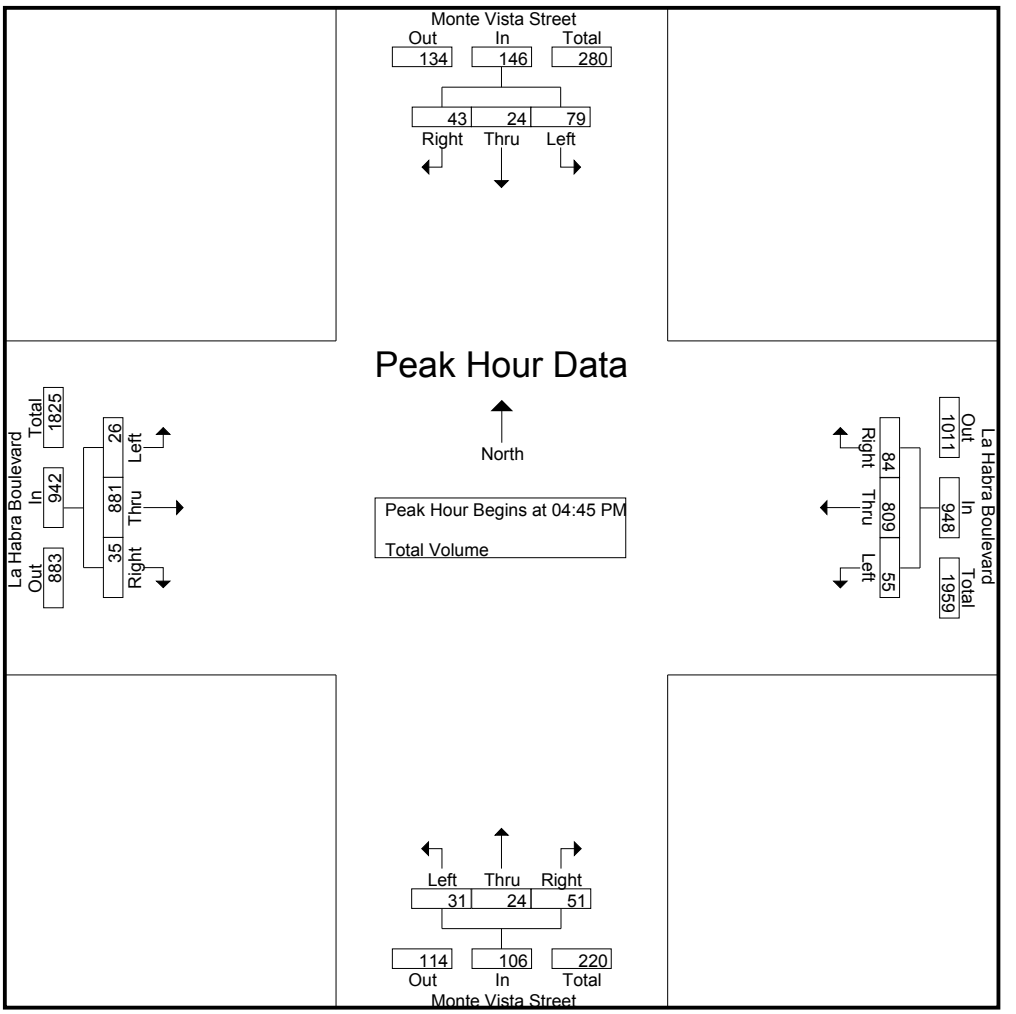
City of La Habra
N/S: Monte Vista Street
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAMVLHPM
Site Code : 11011155
Start Date : 1/13/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:00 PM				04:45 PM			
+0 mins.	26	8	**18**	52	14	204	22	240	**9**	8	13	30	4	214	9	227
+15 mins.	18	**14**	9	41	9	**210**	22	**241**	5	9	**15**	29	**8**	222	8	238
+30 mins.	**40**	8	15	**63**	**18**	198	15	231	7	**20**	10	**37**	6	215	**11**	232
+45 mins.	22	6	4	32	14	197	**25**	236	4	4	11	19	8	**230**	7	**245**
Total Volume	106	36	46	188	55	809	84	948	25	41	49	115	26	881	35	942
% App. Total	56.4	19.1	24.5		5.8	85.3	8.9		21.7	35.7	42.6		2.8	93.5	3.7	
PHF	.663	.643	.639	.746	.764	.963	.840	.983	.694	.513	.817	.777	.813	.958	.795	.961

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City of La Habra
N/S: Monte Vista Street
E/W: Lambert Road
Weather: Sunny

File Name : LHAMVLAAMREDO
Site Code : 11011066
Start Date : 1/26/2011
Page No : 1

Groups Printed- Total Volume

	Monte Vista Street Southbound				Lambert Road Westbound				Monte Vista Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	13	15	0	314	3	317	1	0	4	5	7	315	0	322	659
07:15 AM	2	0	14	16	3	342	13	358	1	0	5	6	7	390	2	399	779
07:30 AM	3	0	27	30	3	391	17	411	1	0	6	7	24	372	2	398	846
07:45 AM	2	0	49	51	0	315	12	327	3	0	2	5	10	391	1	402	785
Total	9	0	103	112	6	1362	45	1413	6	0	17	23	48	1468	5	1521	3069
08:00 AM	2	0	18	20	4	270	8	282	1	1	2	4	10	305	2	317	623
08:15 AM	1	1	13	15	6	289	2	297	2	0	4	6	13	307	3	323	641
08:30 AM	4	0	17	21	1	274	7	282	0	0	4	4	10	309	1	320	627
08:45 AM	3	0	12	15	2	249	8	259	1	0	6	7	7	246	2	255	536
Total	10	1	60	71	13	1082	25	1120	4	1	16	21	40	1167	8	1215	2427
Grand Total	19	1	163	183	19	2444	70	2533	10	1	33	44	88	2635	13	2736	5496
Apprch %	10.4	0.5	89.1		0.8	96.5	2.8		22.7	2.3	75		3.2	96.3	0.5		
Total %	0.3	0	3	3.3	0.3	44.5	1.3	46.1	0.2	0	0.6	0.8	1.6	47.9	0.2	49.8	

	Monte Vista Street Southbound				Lambert Road Westbound				Monte Vista Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	0	13	15	0	314	3	317	1	0	4	5	7	315	0	322	659
07:15 AM	2	0	14	16	**3**	342	13	358	1	0	5	6	7	390	**2**	399	779
07:30 AM	**3**	0	27	30	3	**391**	**17**	**411**	1	0	**6**	**7**	**24**	372	2	398	**846**
07:45 AM	2	0	**49**	**51**	0	315	12	327	**3**	0	2	5	10	**391**	1	**402**	785
Total Volume	9	0	103	112	6	1362	45	1413	6	0	17	23	48	1468	5	1521	3069
% App. Total	8	0	92		0.4	96.4	3.2		26.1	0	73.9		3.2	96.5	0.3		
PHF	.750	.000	.526	.549	.500	.871	.662	.859	.500	.000	.708	.821	.500	.939	.625	.946	.907

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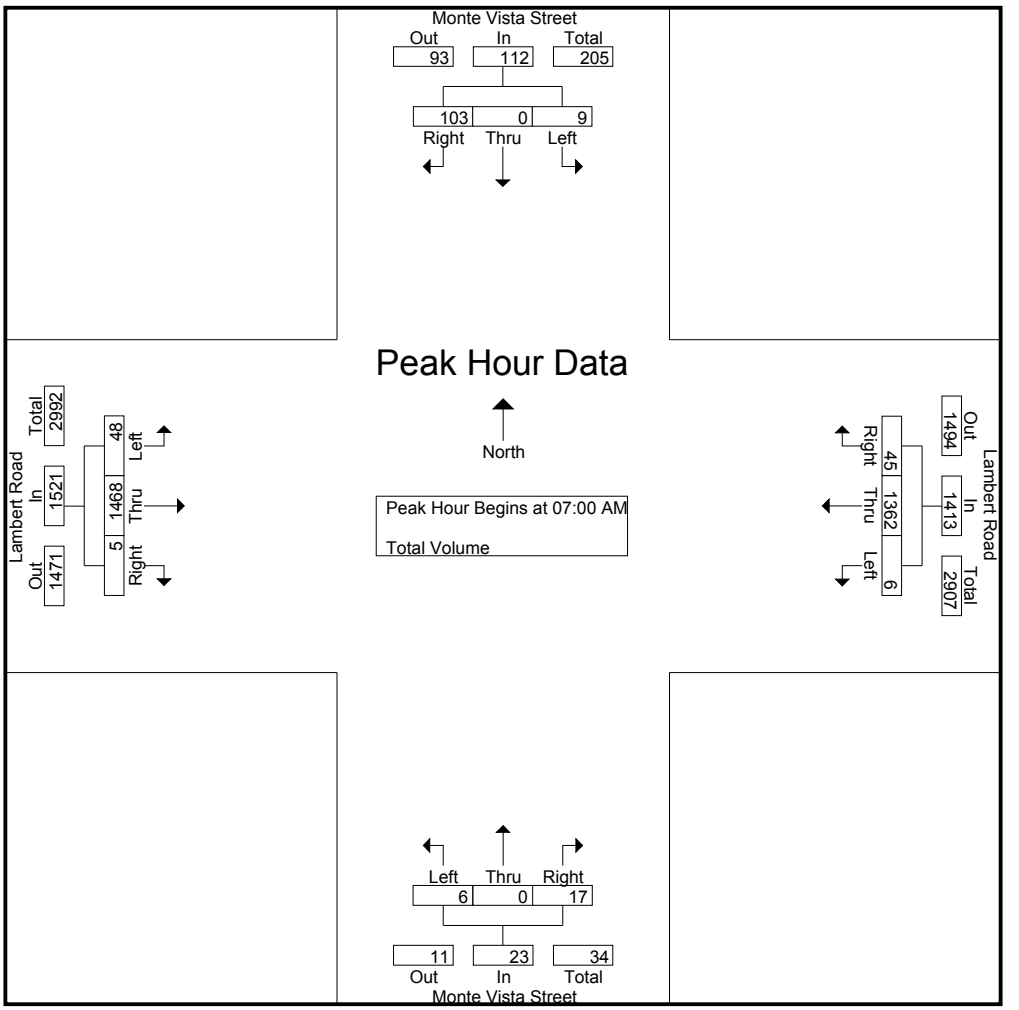
City of La Habra
N/S: Monte Vista Street
E/W: Lambert Road
Weather: Sunny

File Name : LHAMVLAAMREDO
Site Code : 11011066
Start Date : 1/26/2011



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	0	14	16	0	314	3	317	1	0	4	5	7	315	0	322
+15 mins.	**3**	0	27	30	**3**	342	13	358	1	0	5	6	7	390	**2**	399
+30 mins.	2	0	**49**	**51**	3	**391**	**17**	**411**	1	0	**6**	**7**	**24**	372	2	398
+45 mins.	2	0	18	20	0	315	12	327	**3**	0	2	5	10	**391**	1	**402**
Total Volume	9	0	108	117	6	1362	45	1413	6	0	17	23	48	1468	5	1521
% App. Total	7.7	0	92.3		0.4	96.4	3.2		26.1	0	73.9		3.2	96.5	0.3	
PHF	.750	.000	.551	.574	.500	.871	.662	.859	.500	.000	.708	.821	.500	.939	.625	.946

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City of La Habra
N/S: Monte Vista Street
E/W: Lambert Road
Weather: Sunny

File Name : LHAMVLAAMREDO
Site Code : 11011066
Start Date : 1/26/2011
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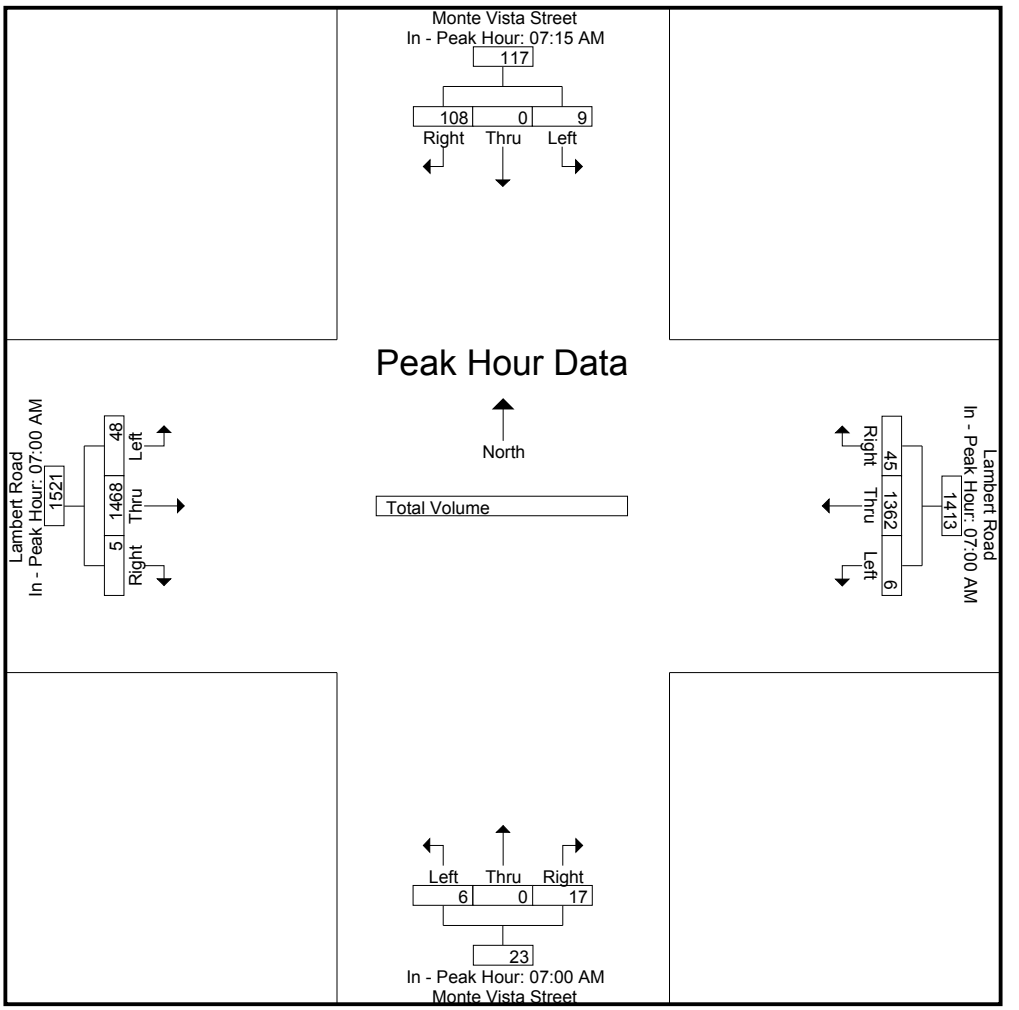

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City of La Habra
N/S: Monte Vista Street
E/W: Lambert Road
Weather: Sunny

File Name : LHAMVLAAM
Site Code : 11011661
Start Date : 1/12/2011

Groups Printed- Total Volume

	Monte Vista Street Southbound				Lambert Road Westbound				Private Drive Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	2	4	6	272	1	279	1	0	11	12	0	278	7	285	580
07:15 AM	1	0	1	2	19	264	0	283	0	0	9	9	8	303	9	320	614
07:30 AM	0	0	4	4	16	278	0	294	2	0	17	19	7	303	14	324	641
07:45 AM	1	0	5	6	10	254	0	264	7	0	33	40	4	256	13	273	583
Total	4	0	12	16	51	1068	1	1120	10	0	70	80	19	1140	43	1202	2418
08:00 AM	2	0	2	4	9	223	1	233	0	0	10	10	1	148	6	155	402
08:15 AM	1	0	0	1	9	215	1	225	2	0	7	9	7	179	7	193	428
08:30 AM	1	0	2	3	11	211	1	223	2	0	10	12	5	206	2	213	451
08:45 AM	2	0	4	6	16	199	3	218	2	0	15	17	2	215	4	221	462
Total	6	0	8	14	45	848	6	899	6	0	42	48	15	748	19	782	1743
Grand Total	10	0	20	30	96	1916	7	2019	16	0	112	128	34	1888	62	1984	4161
Apprch %	33.3	0	66.7		4.8	94.9	0.3		12.5	0	87.5		1.7	95.2	3.1		
Total %	0.2	0	0.5	0.7	2.3	46	0.2	48.5	0.4	0	2.7	3.1	0.8	45.4	1.5	47.7	

	Monte Vista Street Southbound				Lambert Road Westbound				Private Drive Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**2**	0	2	4	6	272	**1**	279	1	0	11	12	0	278	7	285	580
07:15 AM	1	0	1	2	**19**	264	0	283	0	0	9	9	**8**	**303**	9	320	614
07:30 AM	0	0	4	4	16	**278**	0	**294**	2	0	17	19	7	303	**14**	**324**	**641**
07:45 AM	1	0	**5**	**6**	10	254	0	264	**7**	0	**33**	**40**	4	256	13	273	583
Total Volume	4	0	12	16	51	1068	1	1120	10	0	70	80	19	1140	43	1202	2418
% App. Total	25	0	75		4.6	95.4	0.1		12.5	0	87.5		1.6	94.8	3.6		
PHF	.500	.000	.600	.667	.671	.960	.250	.952	.357	.000	.530	.500	.594	.941	.768	.927	.943

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City of La Habra
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File Name : LHAMVLAAM
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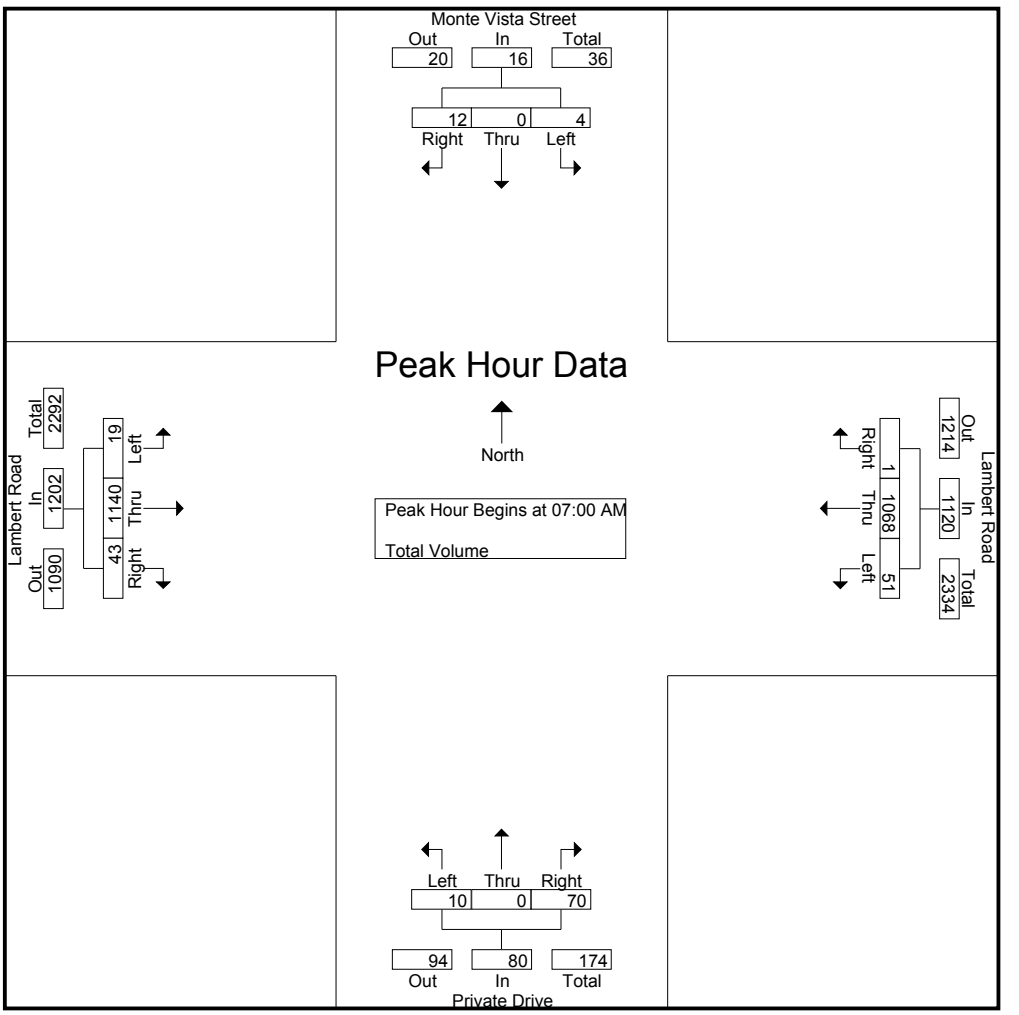

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	**2**	0	2	4	6	272	**1**	279	1	0	11	12	0	278	7	285
+15 mins.	1	0	1	2	**19**	264	0	283	0	0	9	9	**8**	**303**	9	320
+30 mins.	0	0	4	4	16	**278**	0	**294**	2	0	17	19	7	303	**14**	**324**
+45 mins.	1	0	**5**	**6**	10	254	0	264	**7**	0	**33**	**40**	4	256	13	273
Total Volume	4	0	12	16	51	1068	1	1120	10	0	70	80	19	1140	43	1202
% App. Total	25	0	75		4.6	95.4	0.1		12.5	0	87.5		1.6	94.8	3.6	
PHF	.500	.000	.600	.667	.671	.960	.250	.952	.357	.000	.530	.500	.594	.941	.768	.927

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City of La Habra
N/S: Monte Vista Street
E/W: Lambert Road
Weather: Sunny

File Name : LHAMVLAPM
Site Code : 11011661
Start Date : 1/12/2011

Groups Printed- Total Volume

	Monte Vista Street Southbound				Lambert Road Westbound				Private Drive Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	3	4	19	297	0	316	1	0	8	9	13	315	16	344	673
04:15 PM	0	0	5	5	19	339	5	363	1	0	7	8	16	352	8	376	752
04:30 PM	2	0	14	16	14	384	12	410	0	0	0	0	21	331	5	357	783
04:45 PM	2	0	14	16	9	364	19	392	0	0	2	2	12	332	3	347	757
Total	5	0	36	41	61	1384	36	1481	2	0	17	19	62	1330	32	1424	2965
05:00 PM	1	1	5	7	9	390	4	403	0	0	2	2	21	321	6	348	760
05:15 PM	0	0	9	9	5	373	16	394	0	0	0	0	18	334	5	357	760
05:30 PM	2	0	17	19	10	312	12	334	0	0	0	0	18	257	1	276	629
05:45 PM	1	0	7	8	9	269	9	287	1	0	2	3	13	276	1	290	588
Total	4	1	38	43	33	1344	41	1418	1	0	4	5	70	1188	13	1271	2737
Grand Total	9	1	74	84	94	2728	77	2899	3	0	21	24	132	2518	45	2695	5702
Apprch %	10.7	1.2	88.1		3.2	94.1	2.7		12.5	0	87.5		4.9	93.4	1.7		
Total %	0.2	0	1.3	1.5	1.6	47.8	1.4	50.8	0.1	0	0.4	0.4	2.3	44.2	0.8	47.3	

	Monte Vista Street Southbound				Lambert Road Westbound				Private Drive Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**2**	0	**14**	**16**	**14**	384	12	**410**	0	0	0	0	**21**	331	5	**357**	**783**
04:45 PM	2	0	14	16	9	364	**19**	392	0	0	**2**	**2**	12	332	3	347	757
05:00 PM	1	**1**	5	7	9	**390**	4	403	0	0	2	2	21	321	**6**	348	760
05:15 PM	0	0	9	9	5	373	16	394	0	0	0	0	18	**334**	5	357	760
Total Volume	5	1	42	48	37	1511	51	1599	0	0	4	4	72	1318	19	1409	3060
% App. Total	10.4	2.1	87.5		2.3	94.5	3.2		0	0	100		5.1	93.5	1.3		
PHF	.625	.250	.750	.750	.661	.969	.671	.975	.000	.000	.500	.500	.857	.987	.792	.987	.977

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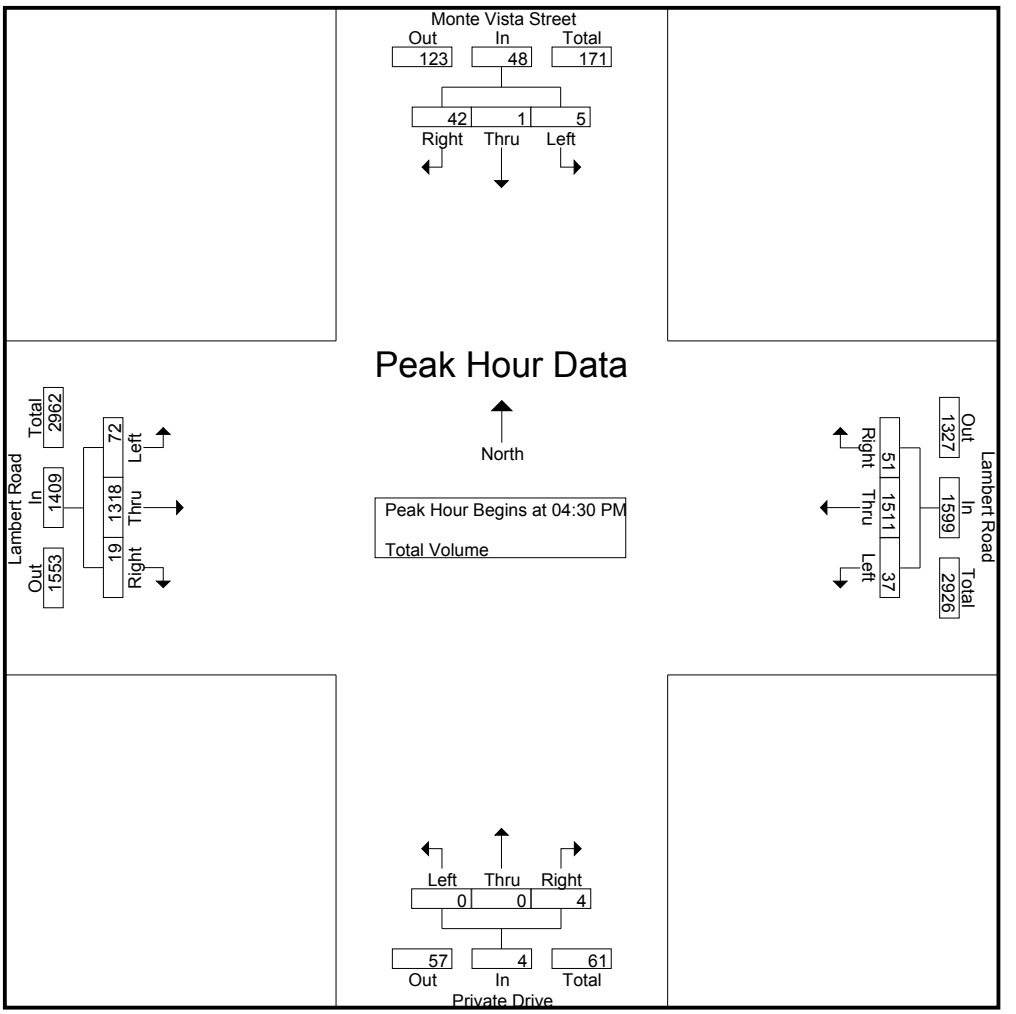
City of La Habra
N/S: Monte Vista Street
E/W: Lambert Road
Weather: Sunny

File Name : LHAMVLAPM
Site Code : 11011661
Start Date : 1/12/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:00 PM				04:15 PM			
+0 mins.	**2**	0	14	16	**14**	384	12	**410**	**1**	0	**8**	**9**	16	**352**	**8**	**376**
+15 mins.	1	**1**	5	7	9	364	**19**	392	1	0	7	8	**21**	331	5	357
+30 mins.	0	0	9	9	9	**390**	4	403	0	0	0	0	12	332	3	347
+45 mins.	2	0	**17**	**19**	5	373	16	394	0	0	2	2	21	321	6	348
Total Volume	5	1	45	51	37	1511	51	1599	2	0	17	19	70	1336	22	1428
% App. Total	9.8	2	88.2		2.3	94.5	3.2		10.5	0	89.5		4.9	93.6	1.5	
PHF	.625	.250	.662	.671	.661	.969	.671	.975	.500	.000	.531	.528	.833	.949	.688	.949

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City of La Habra
N/S: Monte Vista Street
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAMVWHAM
Site Code : 10111035
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Private Driveway Southbound				Whittier Boulevard Westbound				Monte Vista Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	4	285	0	289	12	0	9	21	0	185	11	196	506
07:15 AM	0	0	1	1	17	349	0	366	15	0	14	29	1	261	44	306	702
07:30 AM	0	0	0	0	56	302	0	358	48	0	64	112	0	217	129	346	816
07:45 AM	1	0	1	2	20	303	1	324	45	0	37	82	0	264	18	282	690
Total	1	0	2	3	97	1239	1	1337	120	0	124	244	1	927	202	1130	2714
08:00 AM	0	0	1	1	12	306	0	318	10	0	15	25	2	234	7	243	587
08:15 AM	0	0	2	2	5	345	0	350	8	0	6	14	0	265	9	274	640
08:30 AM	0	0	0	0	11	304	0	315	7	0	8	15	0	219	12	231	561
08:45 AM	0	0	0	0	4	284	0	288	11	0	12	23	1	193	9	203	514
Total	0	0	3	3	32	1239	0	1271	36	0	41	77	3	911	37	951	2302
Grand Total	1	0	5	6	129	2478	1	2608	156	0	165	321	4	1838	239	2081	5016
Apprch %	16.7	0	83.3		4.9	95	0		48.6	0	51.4		0.2	88.3	11.5		
Total %	0	0	0.1	0.1	2.6	49.4	0	52	3.1	0	3.3	6.4	0.1	36.6	4.8	41.5	

	Private Driveway Southbound				Whittier Boulevard Westbound				Monte Vista Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**1**	1	17	**349**	0	**366**	15	0	14	29	1	261	44	306	702
07:30 AM	0	0	0	0	**56**	302	0	358	**48**	0	**64**	**112**	0	217	**129**	**346**	**816**
07:45 AM	**1**	0	1	**2**	20	303	**1**	324	45	0	37	82	0	**264**	18	282	690
08:00 AM	0	0	1	1	12	306	0	318	10	0	15	25	**2**	234	7	243	587
Total Volume	1	0	3	4	105	1260	1	1366	118	0	130	248	3	976	198	1177	2795
% App. Total	25	0	75		7.7	92.2	0.1		47.6	0	52.4		0.3	82.9	16.8		
PHF	.250	.000	.750	.500	.469	.903	.250	.933	.615	.000	.508	.554	.375	.924	.384	.850	.856

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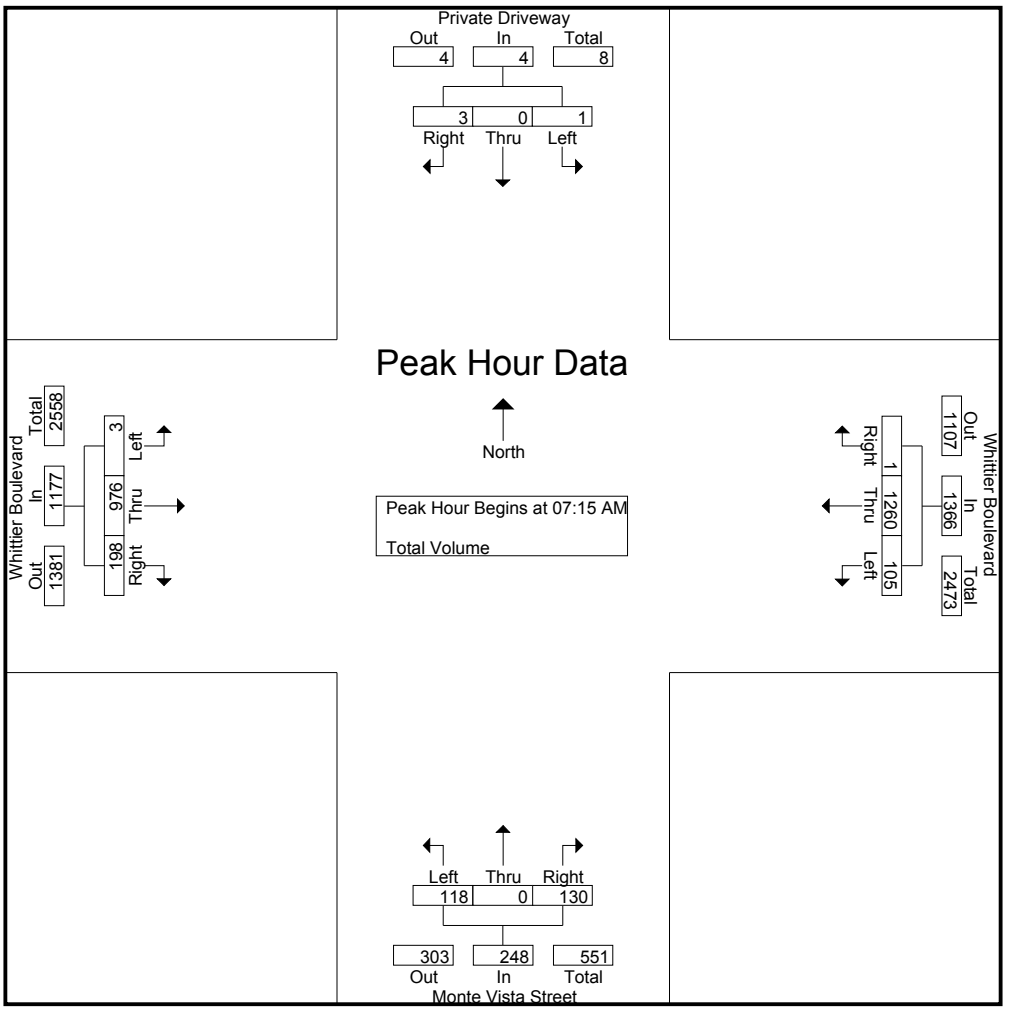
City of La Habra
N/S: Monte Vista Street
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAMVWHAM
Site Code : 10111035
Start Date : 1/13/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	17	**349**	0	**366**	15	0	14	29	1	261	44	306
+15 mins.	**1**	0	1	**2**	**56**	302	0	358	**48**	0	**64**	**112**	0	217	**129**	**346**
+30 mins.	0	0	1	1	20	303	**1**	324	45	0	37	82	0	**264**	18	282
+45 mins.	0	0	**2**	2	12	306	0	318	10	0	15	25	**2**	234	7	243
Total Volume	1	0	4	5	105	1260	1	1366	118	0	130	248	3	976	198	1177
% App. Total	20	0	80		7.7	92.2	0.1		47.6	0	52.4		0.3	82.9	16.8	
PHF	.250	.000	.500	.625	.469	.903	.250	.933	.615	.000	.508	.554	.375	.924	.384	.850

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City of La Habra
N/S: Monte Vista Street
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAMVWHPM
Site Code : 10111035
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Private Driveway Southbound				Whittier Boulevard Westbound				Monte Vista Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	17	274	0	291	16	0	9	25	0	333	12	345	661
04:15 PM	0	0	0	0	11	292	0	303	9	0	8	17	3	330	19	352	672
04:30 PM	0	0	1	1	10	328	0	338	15	0	15	30	2	353	17	372	741
04:45 PM	0	0	0	0	14	302	1	317	16	0	23	39	2	376	27	405	761
Total	0	0	1	1	52	1196	1	1249	56	0	55	111	7	1392	75	1474	2835
05:00 PM	0	0	0	0	14	329	0	343	17	0	20	37	0	368	22	390	770
05:15 PM	0	0	2	2	16	352	0	368	19	0	13	32	0	368	16	384	786
05:30 PM	0	0	1	1	22	329	0	351	13	0	15	28	0	386	10	396	776
05:45 PM	0	0	0	0	10	334	0	344	17	0	24	41	1	369	10	380	765
Total	0	0	3	3	62	1344	0	1406	66	0	72	138	1	1491	58	1550	3097
Grand Total	0	0	4	4	114	2540	1	2655	122	0	127	249	8	2883	133	3024	5932
Apprch %	0	0	100		4.3	95.7	0		49	0	51		0.3	95.3	4.4		
Total %	0	0	0.1	0.1	1.9	42.8	0	44.8	2.1	0	2.1	4.2	0.1	48.6	2.2	51	

	Private Driveway Southbound				Whittier Boulevard Westbound				Monte Vista Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	14	329	0	343	17	0	20	37	0	368	**22**	390	770
05:15 PM	0	0	**2**	**2**	16	**352**	0	**368**	**19**	0	13	32	0	368	16	384	**786**
05:30 PM	0	0	1	1	**22**	329	0	351	13	0	15	28	0	**386**	10	**396**	776
05:45 PM	0	0	0	0	10	334	0	344	17	0	**24**	**41**	**1**	369	10	380	765
Total Volume	0	0	3	3	62	1344	0	1406	66	0	72	138	1	1491	58	1550	3097
% App. Total	0	0	100		4.4	95.6	0		47.8	0	52.2		0.1	96.2	3.7		
PHF	.000	.000	.375	.375	.705	.955	.000	.955	.868	.000	.750	.841	.250	.966	.659	.979	.985

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City of La Habra
N/S: Monte Vista Street
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Weather: Sunny

File Name : LHAMVWHPM
Site Code : 10111035
Start Date : 1/13/2011
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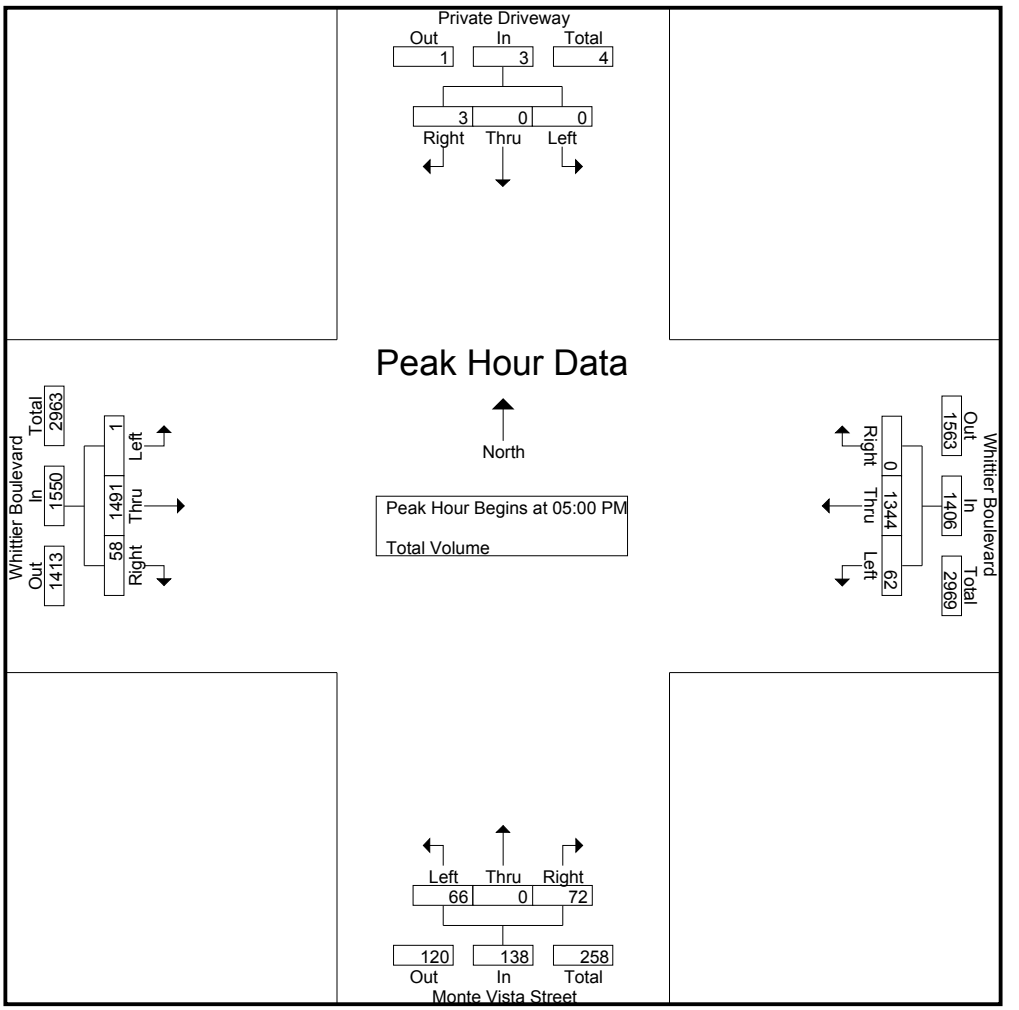

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:30 PM				04:45 PM			
+0 mins.	0	0	1	1	14	329	0	343	15	0	15	30	**2**	376	**27**	**405**
+15 mins.	0	0	0	0	16	**352**	0	**368**	16	0	**23**	**39**	0	368	22	390
+30 mins.	0	0	0	0	**22**	329	0	351	17	0	20	37	0	368	16	384
+45 mins.	0	0	**2**	**2**	10	334	0	344	**19**	0	13	32	0	**386**	10	396
Total Volume	0	0	3	3	62	1344	0	1406	67	0	71	138	2	1498	75	1575
% App. Total	0	0	100		4.4	95.6	0		48.6	0	51.4		0.1	95.1	4.8	
PHF	.000	.000	.375	.375	.705	.955	.000	.955	.882	.000	.772	.885	.250	.970	.694	.972

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City of La Habra
N/S: Palm Street
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAPALHAM
Site Code : 11011155
Start Date : 1/11/2011

Groups Printed- Total Volume

	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	28	73	7	108	12	157	16	185	14	10	15	39	11	129	61	201	533
07:15 AM	24	178	8	210	39	169	9	217	20	68	25	113	10	137	178	325	865
07:30 AM	32	76	13	121	21	163	14	198	36	75	48	159	18	191	75	284	762
07:45 AM	48	47	16	111	15	160	21	196	14	25	13	52	34	206	25	265	624
Total	132	374	44	550	87	649	60	796	84	178	101	363	73	663	339	1075	2784
08:00 AM	39	46	23	108	19	148	19	186	11	25	7	43	22	157	16	195	532
08:15 AM	35	39	22	96	10	114	25	149	9	13	5	27	22	140	14	176	448
08:30 AM	23	34	17	74	19	153	16	188	14	19	12	45	9	140	20	169	476
08:45 AM	35	27	23	85	19	152	12	183	12	16	16	44	25	142	15	182	494
Total	132	146	85	363	67	567	72	706	46	73	40	159	78	579	65	722	1950
Grand Total	264	520	129	913	154	1216	132	1502	130	251	141	522	151	1242	404	1797	4734
Apprch %	28.9	57	14.1		10.3	81	8.8		24.9	48.1	27		8.4	69.1	22.5		
Total %	5.6	11	2.7	19.3	3.3	25.7	2.8	31.7	2.7	5.3	3	11	3.2	26.2	8.5	38	

	Southbound				Westbound				Northbound				Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	28	73	7	108	12	157	16	185	14	10	15	39	11	129	61	201	533
07:15 AM	24	**178**	8	**210**	**39**	**169**	9	**217**	20	68	25	113	10	137	**178**	**325**	**865**
07:30 AM	32	76	13	121	21	163	14	198	**36**	**75**	**48**	**159**	18	191	75	284	762
07:45 AM	**48**	47	**16**	111	15	160	**21**	196	14	25	13	52	**34**	**206**	25	265	624
Total Volume	132	374	44	550	87	649	60	796	84	178	101	363	73	663	339	1075	2784
% App. Total	24	68	8		10.9	81.5	7.5		23.1	49	27.8		6.8	61.7	31.5		
PHF	.688	.525	.688	.655	.558	.960	.714	.917	.583	.593	.526	.571	.537	.805	.476	.827	.805

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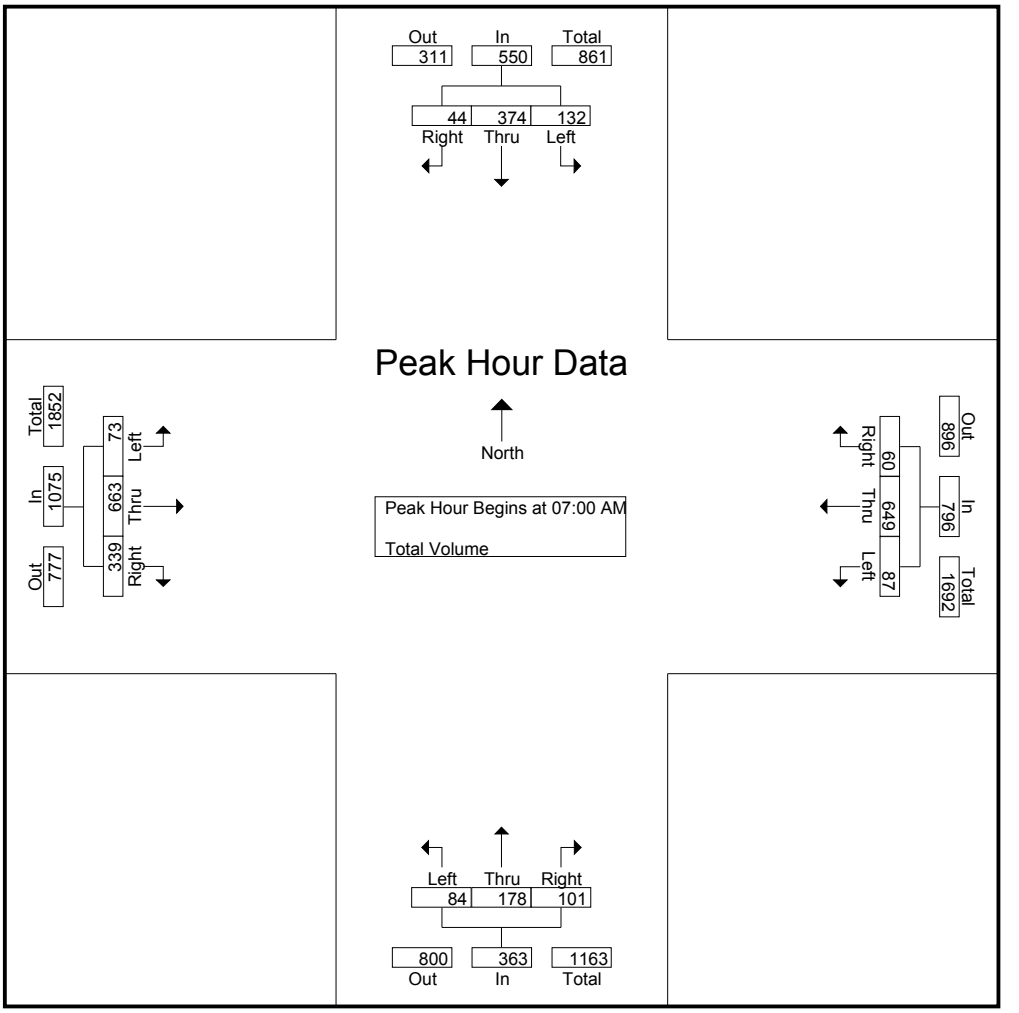
City of La Habra
N/S: Palm Street
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAPALHAM
Site Code : 11011155
Start Date : 1/11/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:15 AM				07:00 AM			
+0 mins.	28	73	7	108	**39**	**169**	9	**217**	20	68	25	113	11	129	61	201
+15 mins.	24	**178**	8	**210**	21	163	14	198	**36**	**75**	**48**	**159**	10	137	**178**	**325**
+30 mins.	32	76	13	121	15	160	**21**	196	14	25	13	52	18	191	75	284
+45 mins.	**48**	47	**16**	111	19	148	19	186	11	25	7	43	**34**	**206**	25	265
Total Volume	132	374	44	550	94	640	63	797	81	193	93	367	73	663	339	1075
% App. Total	24	68	8		11.8	80.3	7.9		22.1	52.6	25.3		6.8	61.7	31.5	
PHF	.688	.525	.688	.655	.603	.947	.750	.918	.563	.643	.484	.577	.537	.805	.476	.827

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City of La Habra
N/S: Palm Street
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAPALHPM
Site Code : 11011155
Start Date : 1/11/2011
Page No : 1

Groups Printed- Total Volume

	Palm Street Southbound				La Habra Boulevard Westbound				Palm Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	28	11	60	12	199	40	251	39	46	24	109	17	119	21	157	577
04:15 PM	30	29	3	62	14	193	42	249	26	53	16	95	21	135	26	182	588
04:30 PM	27	36	16	79	22	198	51	271	57	92	41	190	20	154	27	201	741
04:45 PM	32	35	10	77	13	175	52	240	24	85	33	142	26	137	19	182	641
Total	110	128	40	278	61	765	185	1011	146	276	114	536	84	545	93	722	2547
05:00 PM	28	29	17	74	19	225	66	310	37	74	30	141	21	172	19	212	737
05:15 PM	32	36	18	86	11	212	75	298	28	68	16	112	22	165	20	207	703
05:30 PM	28	26	13	67	21	225	75	321	29	95	29	153	34	123	30	187	728
05:45 PM	36	28	17	81	15	174	54	243	24	55	14	93	23	124	18	165	582
Total	124	119	65	308	66	836	270	1172	118	292	89	499	100	584	87	771	2750
Grand Total	234	247	105	586	127	1601	455	2183	264	568	203	1035	184	1129	180	1493	5297
Apprch %	39.9	42.2	17.9		5.8	73.3	20.8		25.5	54.9	19.6		12.3	75.6	12.1		
Total %	4.4	4.7	2	11.1	2.4	30.2	8.6	41.2	5	10.7	3.8	19.5	3.5	21.3	3.4	28.2	

	Palm Street Southbound				La Habra Boulevard Westbound				Palm Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	27	**36**	16	79	**22**	198	51	271	**57**	**92**	**41**	**190**	20	154	**27**	201	**741**
04:45 PM	**32**	35	10	77	13	175	52	240	24	85	33	142	**26**	137	19	182	641
05:00 PM	28	29	17	74	19	**225**	66	**310**	37	74	30	141	21	**172**	19	**212**	737
05:15 PM	32	36	**18**	**86**	11	212	**75**	298	28	68	16	112	22	165	20	207	703
Total Volume	119	136	61	316	65	810	244	1119	146	319	120	585	89	628	85	802	2822
% App. Total	37.7	43	19.3		5.8	72.4	21.8		25	54.5	20.5		11.1	78.3	10.6		
PHF	.930	.944	.847	.919	.739	.900	.813	.902	.640	.867	.732	.770	.856	.913	.787	.946	.952

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City of La Habra
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Weather: Sunny

File Name : LHAPALHPM
Site Code : 11011155
Start Date : 1/11/2011
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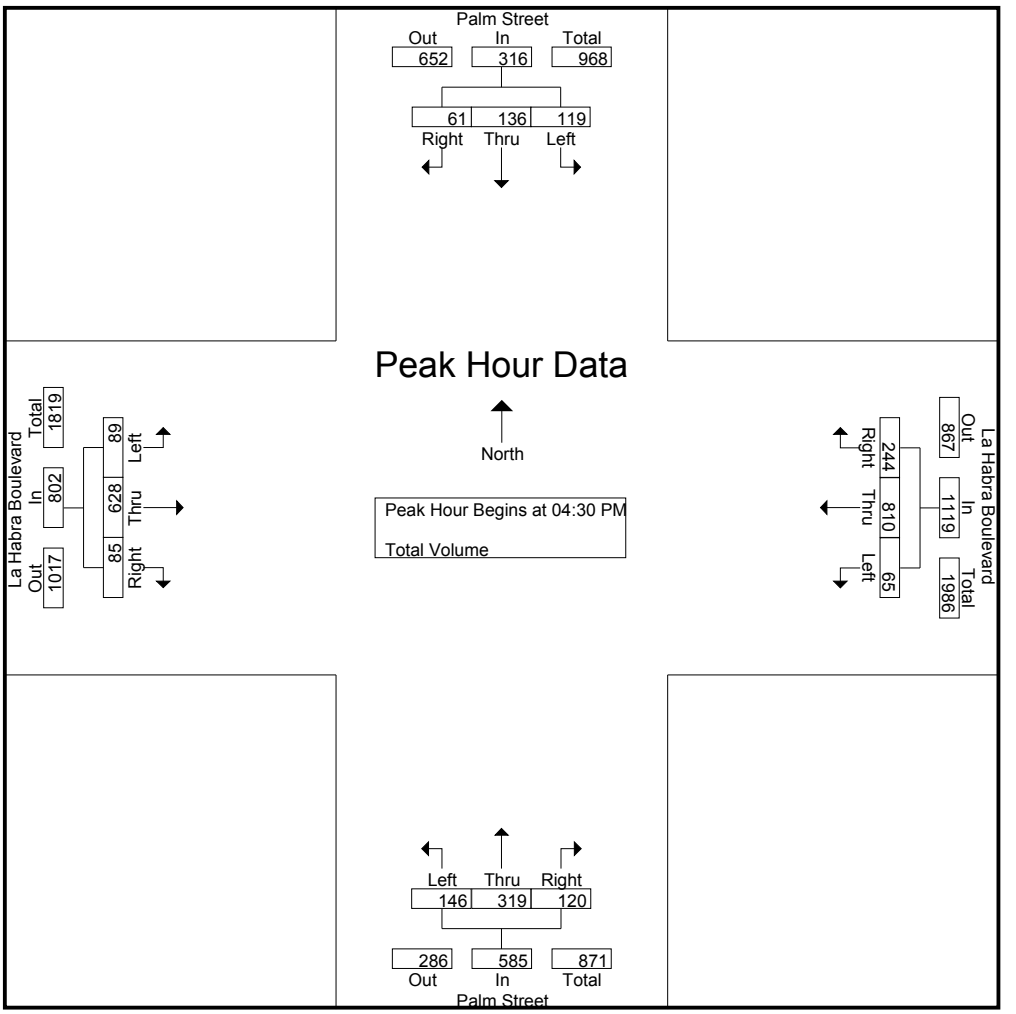

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:30 PM				04:30 PM			
+0 mins.	27	**36**	16	79	19	**225**	66	310	**57**	**92**	**41**	**190**	20	154	**27**	201
+15 mins.	**32**	35	10	77	11	212	**75**	298	24	85	33	142	**26**	137	19	182
+30 mins.	28	29	17	74	**21**	225	75	**321**	37	74	30	141	21	**172**	19	**212**
+45 mins.	32	36	**18**	**86**	15	174	54	243	28	68	16	112	22	165	20	207
Total Volume	119	136	61	316	66	836	270	1172	146	319	120	585	89	628	85	802
% App. Total	37.7	43	19.3		5.6	71.3	23		25	54.5	20.5		11.1	78.3	10.6	
PHF	.930	.944	.847	.919	.786	.929	.900	.913	.640	.867	.732	.770	.856	.913	.787	.946

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City of La Habra
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E/W: Lambert Road
Weather: Sunny

File Name : LHAPALAAM
Site Code : 11011156
Start Date : 1/11/2011
Page No : 1

Groups Printed- Total Volume

	Palm Street Southbound				Lambert Road Westbound				Palm Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	19	52	74	145	17	230	10	257	4	36	10	50	43	234	17	294	746
07:15 AM	19	65	122	206	13	225	23	261	13	55	7	75	91	285	18	394	936
07:30 AM	32	75	108	215	23	240	11	274	10	53	3	66	60	282	19	361	916
07:45 AM	19	41	30	90	21	212	11	244	7	24	8	39	26	341	29	396	769
Total	89	233	334	656	74	907	55	1036	34	168	28	230	220	1142	83	1445	3367
08:00 AM	24	38	18	80	20	247	10	277	6	21	7	34	22	278	24	324	715
08:15 AM	16	27	21	64	8	234	18	260	9	11	8	28	24	253	28	305	657
08:30 AM	13	45	19	77	25	200	8	233	9	11	5	25	21	256	22	299	634
08:45 AM	24	28	21	73	17	187	10	214	6	16	4	26	23	199	21	243	556
Total	77	138	79	294	70	868	46	984	30	59	24	113	90	986	95	1171	2562
Grand Total	166	371	413	950	144	1775	101	2020	64	227	52	343	310	2128	178	2616	5929
Apprch %	17.5	39.1	43.5		7.1	87.9	5		18.7	66.2	15.2		11.9	81.3	6.8		
Total %	2.8	6.3	7	16	2.4	29.9	1.7	34.1	1.1	3.8	0.9	5.8	5.2	35.9	3	44.1	

	Palm Street Southbound				Lambert Road Westbound				Palm Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	19	52	74	145	17	230	10	257	4	36	**10**	50	43	234	17	294	746
07:15 AM	19	65	**122**	206	13	225	**23**	261	**13**	**55**	7	**75**	**91**	285	18	394	**936**
07:30 AM	**32**	**75**	108	**215**	**23**	**240**	11	**274**	10	53	3	66	60	282	19	361	916
07:45 AM	19	41	30	90	21	212	11	244	7	24	8	39	26	**341**	**29**	**396**	769
Total Volume	89	233	334	656	74	907	55	1036	34	168	28	230	220	1142	83	1445	3367
% App. Total	13.6	35.5	50.9		7.1	87.5	5.3		14.8	73	12.2		15.2	79	5.7		
PHF	.695	.777	.684	.763	.804	.945	.598	.945	.654	.764	.700	.767	.604	.837	.716	.912	.899

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File Name : LHAPALAAM
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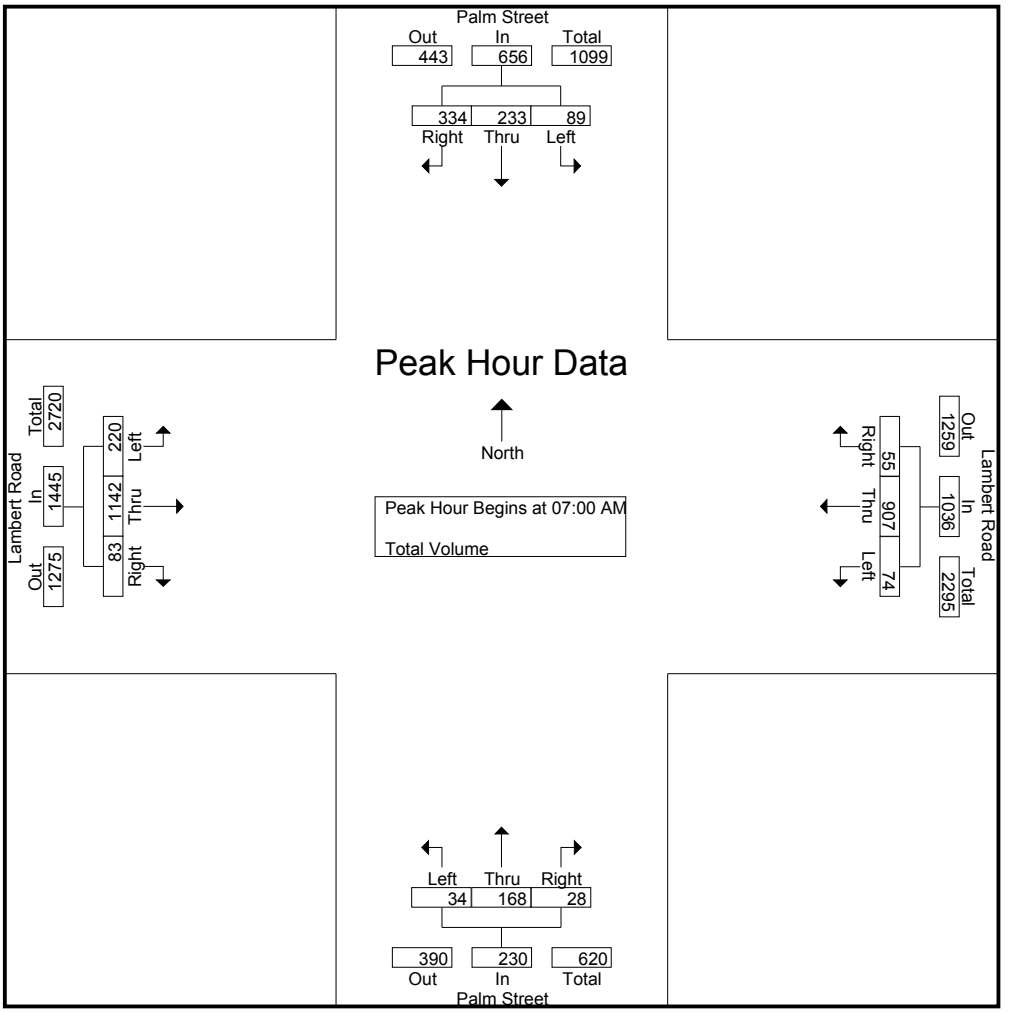

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:00 AM				07:15 AM			
+0 mins.	19	52	74	145	13	225	**23**	261	4	36	**10**	50	**91**	285	18	394
+15 mins.	19	65	**122**	206	**23**	240	11	274	**13**	**55**	7	**75**	60	282	19	361
+30 mins.	**32**	**75**	108	**215**	21	212	11	244	10	53	3	66	26	**341**	**29**	**396**
+45 mins.	19	41	30	90	20	**247**	10	**277**	7	24	8	39	22	278	24	324
Total Volume	89	233	334	656	77	924	55	1056	34	168	28	230	199	1186	90	1475
% App. Total	13.6	35.5	50.9		7.3	87.5	5.2		14.8	73	12.2		13.5	80.4	6.1	
PHF	.695	.777	.684	.763	.837	.935	.598	.953	.654	.764	.700	.767	.547	.870	.776	.931

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City of La Habra
N/S: Palm Street
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Weather: Sunny

File Name : LHAPALAPM
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Groups Printed- Total Volume

	Palm Street Southbound				Lambert Road Westbound				Palm Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	21	33	32	86	12	305	22	339	22	56	21	99	35	248	11	294	818
04:15 PM	23	40	28	91	12	333	22	367	21	58	26	105	22	256	17	295	858
04:30 PM	28	45	57	130	13	388	21	422	20	74	14	108	31	247	15	293	953
04:45 PM	26	44	43	113	21	293	66	380	21	55	21	97	33	248	8	289	879
Total	98	162	160	420	58	1319	131	1508	84	243	82	409	121	999	51	1171	3508
05:00 PM	12	27	23	62	15	387	28	430	28	67	22	117	27	265	16	308	917
05:15 PM	15	28	30	73	7	297	22	326	15	61	20	96	26	267	16	309	804
05:30 PM	23	35	34	92	7	356	40	403	22	71	24	117	32	272	8	312	924
05:45 PM	26	22	27	75	13	312	36	361	12	61	15	88	28	267	9	304	828
Total	76	112	114	302	42	1352	126	1520	77	260	81	418	113	1071	49	1233	3473
Grand Total	174	274	274	722	100	2671	257	3028	161	503	163	827	234	2070	100	2404	6981
Apprch %	24.1	38	38		3.3	88.2	8.5		19.5	60.8	19.7		9.7	86.1	4.2		
Total %	2.5	3.9	3.9	10.3	1.4	38.3	3.7	43.4	2.3	7.2	2.3	11.8	3.4	29.7	1.4	34.4	

	Palm Street Southbound				Lambert Road Westbound				Palm Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	23	40	28	91	12	333	22	367	21	58	**26**	105	22	256	**17**	295	858
04:30 PM	**28**	**45**	**57**	**130**	13	**388**	21	422	20	**74**	14	108	31	247	15	293	**953**
04:45 PM	26	44	43	113	**21**	293	**66**	380	21	55	21	97	**33**	248	8	289	879
05:00 PM	12	27	23	62	15	387	28	**430**	**28**	67	22	**117**	27	**265**	16	**308**	917
Total Volume	89	156	151	396	61	1401	137	1599	90	254	83	427	113	1016	56	1185	3607
% App. Total	22.5	39.4	38.1		3.8	87.6	8.6		21.1	59.5	19.4		9.5	85.7	4.7		
PHF	.795	.867	.662	.762	.726	.903	.519	.930	.804	.858	.798	.912	.856	.958	.824	.962	.946

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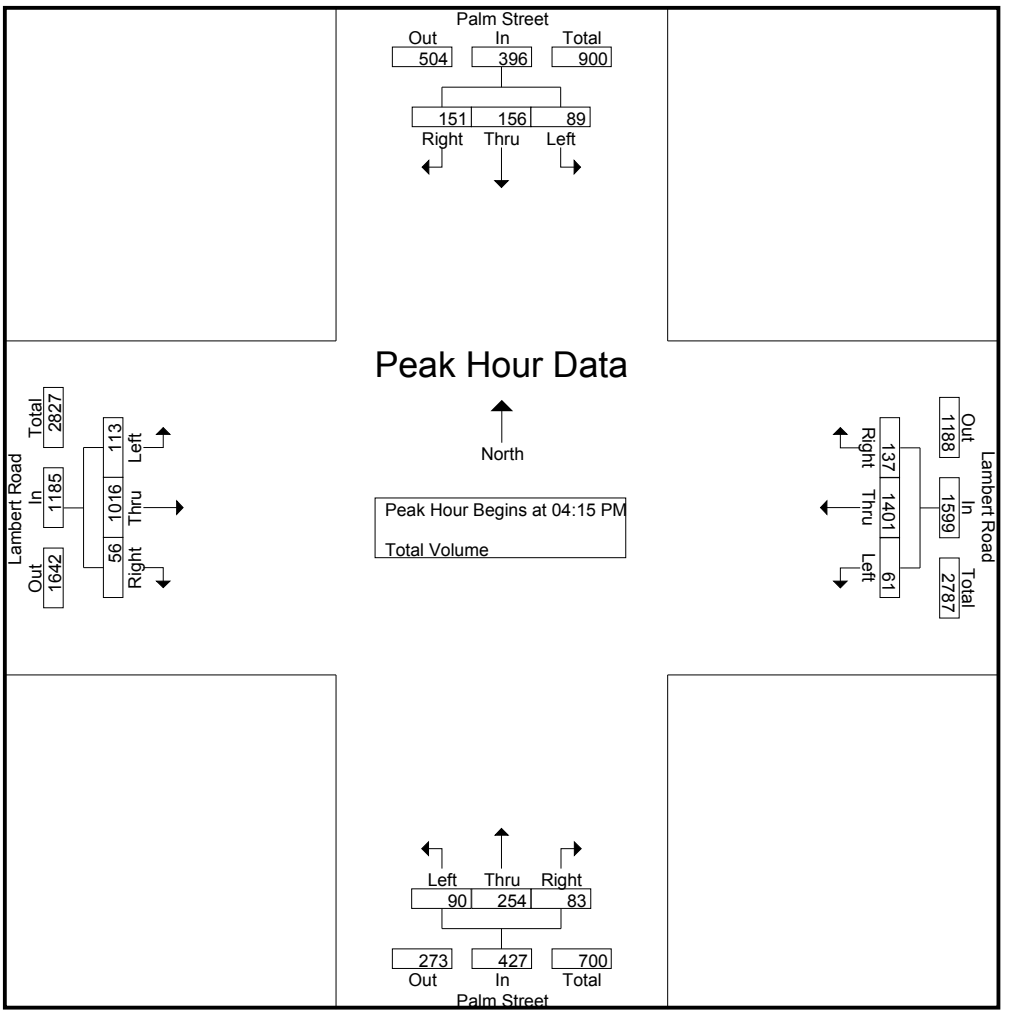

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:15 PM				05:00 PM			
+0 mins.	21	33	32	86	12	333	22	367	21	58	**26**	105	27	265	**16**	308
+15 mins.	23	40	28	91	13	**388**	21	422	20	**74**	14	108	26	267	16	309
+30 mins.	**28**	**45**	**57**	**130**	**21**	293	**66**	380	21	55	21	97	**32**	**272**	8	**312**
+45 mins.	26	44	43	113	15	387	28	**430**	**28**	67	22	**117**	28	267	9	304
Total Volume	98	162	160	420	61	1401	137	1599	90	254	83	427	113	1071	49	1233
% App. Total	23.3	38.6	38.1		3.8	87.6	8.6		21.1	59.5	19.4		9.2	86.9	4	
PHF	.875	.900	.702	.808	.726	.903	.519	.930	.804	.858	.798	.912	.883	.984	.766	.988

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City of La Habra
N/S: Palm Street
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAPAWHAM
Site Code : 11011661
Start Date : 1/11/2011
Page No : 1

Groups Printed- Total Volume

	Palm Street Southbound				Whittier Boulevard Westbound				Palm Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	8	7	16	2	36	1	39	13	4	1	18	8	17	48	73	146
07:15 AM	4	19	8	31	10	44	0	54	32	7	3	42	4	27	69	100	227
07:30 AM	4	14	11	29	8	39	4	51	49	23	8	80	9	34	27	70	230
07:45 AM	2	42	12	56	3	40	4	47	17	27	3	47	20	23	27	70	220
Total	11	83	38	132	23	159	9	191	111	61	15	187	41	101	171	313	823
08:00 AM	6	37	32	75	6	34	5	45	32	33	3	68	31	28	32	91	279
08:15 AM	2	24	15	41	4	40	2	46	28	15	0	43	8	25	33	66	196
08:30 AM	1	8	3	12	7	32	0	39	19	6	2	27	6	18	20	44	122
08:45 AM	0	10	10	20	3	18	2	23	12	20	5	37	8	21	26	55	135
Total	9	79	60	148	20	124	9	153	91	74	10	175	53	92	111	256	732
Grand Total	20	162	98	280	43	283	18	344	202	135	25	362	94	193	282	569	1555
Apprch %	7.1	57.9	35		12.5	82.3	5.2		55.8	37.3	6.9		16.5	33.9	49.6		
Total %	1.3	10.4	6.3	18	2.8	18.2	1.2	22.1	13	8.7	1.6	23.3	6	12.4	18.1	36.6	

	Palm Street Southbound				Whittier Boulevard Westbound				Palm Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	19	8	31	**10**	**44**	0	**54**	32	7	3	42	4	27	**69**	**100**	227
07:30 AM	4	14	11	29	8	39	4	51	**49**	23	**8**	**80**	9	**34**	27	70	230
07:45 AM	2	**42**	12	56	3	40	4	47	17	27	3	47	20	23	27	70	220
08:00 AM	**6**	37	**32**	**75**	6	34	**5**	45	32	**33**	3	68	**31**	28	32	91	**279**
Total Volume	16	112	63	191	27	157	13	197	130	90	17	237	64	112	155	331	956
% App. Total	8.4	58.6	33		13.7	79.7	6.6		54.9	38	7.2		19.3	33.8	46.8		
PHF	.667	.667	.492	.637	.675	.892	.650	.912	.663	.682	.531	.741	.516	.824	.562	.828	.857

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File Name : LHAPAWHAM
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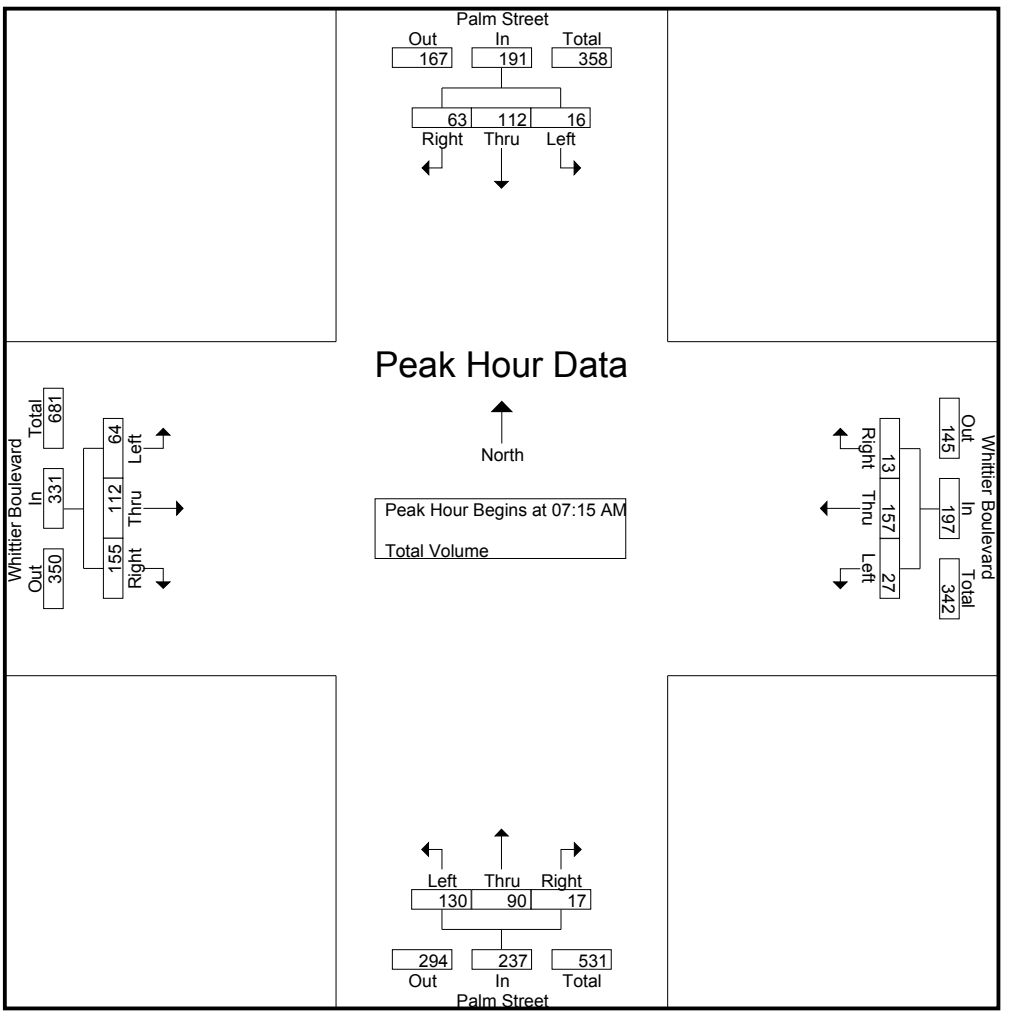

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	4	14	11	29	**10**	**44**	0	**54**	**49**	23	**8**	**80**	4	27	**69**	**100**
+15 mins.	2	**42**	12	56	8	39	4	51	17	27	3	47	9	**34**	27	70
+30 mins.	**6**	37	**32**	**75**	3	40	4	47	32	**33**	3	68	20	23	27	70
+45 mins.	2	24	15	41	6	34	**5**	45	28	15	0	43	**31**	28	32	91
Total Volume	14	117	70	201	27	157	13	197	126	98	14	238	64	112	155	331
% App. Total	7	58.2	34.8		13.7	79.7	6.6		52.9	41.2	5.9		19.3	33.8	46.8	
PHF	.583	.696	.547	.670	.675	.892	.650	.912	.643	.742	.438	.744	.516	.824	.562	.828

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City of La Habra
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File Name : LHAPAWHPM
Site Code : 11011661
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Groups Printed- Total Volume

	Palm Street Southbound				Whittier Boulevard Westbound				Palm Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	13	4	20	2	38	1	41	52	10	6	68	4	41	28	73	202
04:15 PM	1	16	6	23	6	32	1	39	53	25	5	83	6	47	18	71	216
04:30 PM	2	13	6	21	7	46	2	55	69	22	6	97	5	41	34	80	253
04:45 PM	2	14	6	22	6	44	6	56	73	20	10	103	9	49	27	85	266
Total	8	56	22	86	21	160	10	191	247	77	27	351	24	178	107	309	937
05:00 PM	1	10	4	15	4	45	5	54	70	21	9	100	6	51	22	79	248
05:15 PM	3	8	8	19	8	54	5	67	84	26	12	122	7	45	32	84	292
05:30 PM	0	11	7	18	0	39	3	42	82	25	3	110	3	35	22	60	230
05:45 PM	1	14	10	25	5	36	7	48	65	18	11	94	3	36	26	65	232
Total	5	43	29	77	17	174	20	211	301	90	35	426	19	167	102	288	1002
Grand Total	13	99	51	163	38	334	30	402	548	167	62	777	43	345	209	597	1939
Apprch %	8	60.7	31.3		9.5	83.1	7.5		70.5	21.5	8		7.2	57.8	35		
Total %	0.7	5.1	2.6	8.4	2	17.2	1.5	20.7	28.3	8.6	3.2	40.1	2.2	17.8	10.8	30.8	

	Palm Street Southbound				Whittier Boulevard Westbound				Palm Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	13	6	21	7	46	2	55	69	22	6	97	5	41	**34**	80	253
04:45 PM	2	**14**	6	**22**	6	44	**6**	56	73	20	10	103	**9**	49	27	**85**	266
05:00 PM	1	10	4	15	4	45	5	54	70	21	9	100	6	**51**	22	79	248
05:15 PM	**3**	8	**8**	19	**8**	**54**	5	**67**	**84**	**26**	**12**	**122**	7	45	32	84	**292**
Total Volume	8	45	24	77	25	189	18	232	296	89	37	422	27	186	115	328	1059
% App. Total	10.4	58.4	31.2		10.8	81.5	7.8		70.1	21.1	8.8		8.2	56.7	35.1		
PHF	.667	.804	.750	.875	.781	.875	.750	.866	.881	.856	.771	.865	.750	.912	.846	.965	.907

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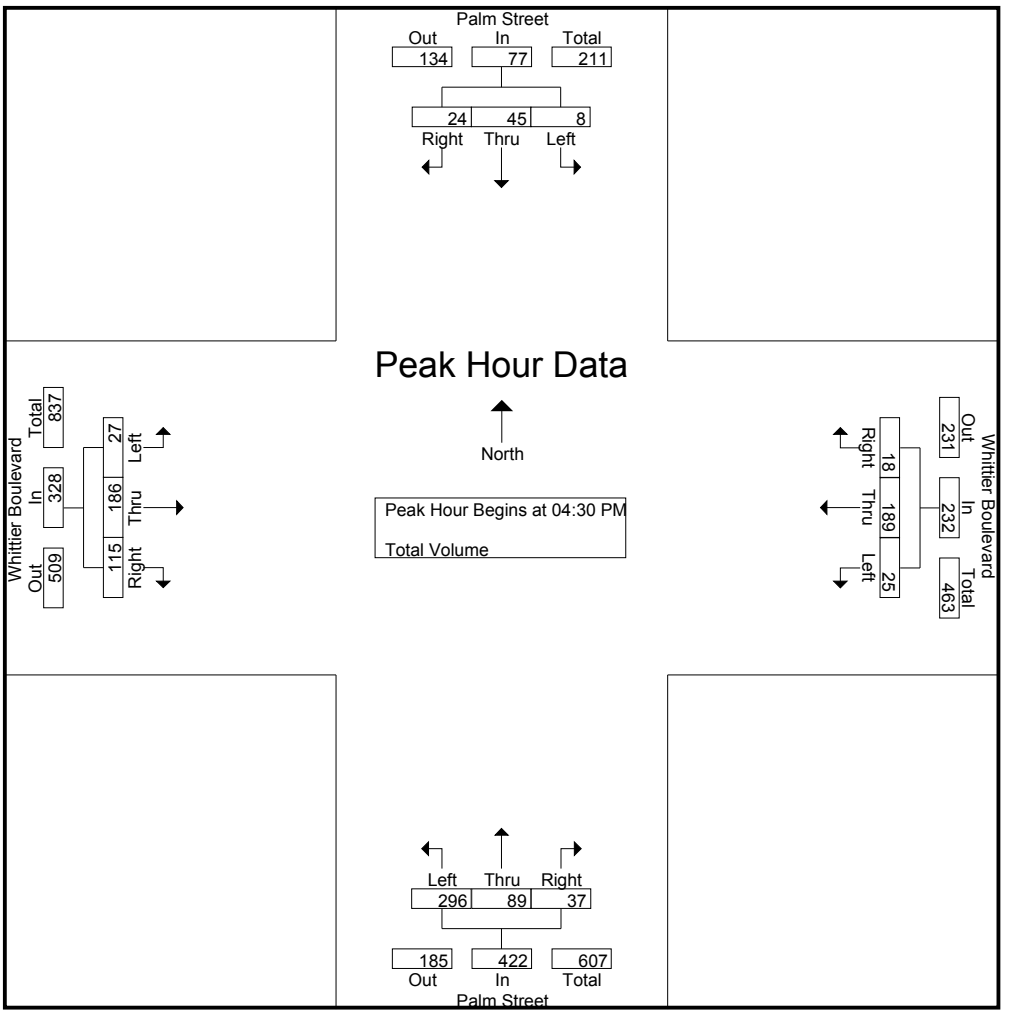

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:45 PM				04:30 PM			
+0 mins.	**3**	13	4	20	7	46	2	55	73	20	10	103	5	41	**34**	80
+15 mins.	1	**16**	**6**	**23**	6	44	**6**	56	70	21	9	100	**9**	49	27	**85**
+30 mins.	2	13	6	21	4	45	5	54	**84**	**26**	**12**	**122**	6	**51**	22	79
+45 mins.	2	14	6	22	**8**	**54**	5	**67**	82	25	3	110	7	45	32	84
Total Volume	8	56	22	86	25	189	18	232	309	92	34	435	27	186	115	328
% App. Total	9.3	65.1	25.6		10.8	81.5	7.8		71	21.1	7.8		8.2	56.7	35.1	
PHF	.667	.875	.917	.935	.781	.875	.750	.866	.920	.885	.708	.891	.750	.912	.846	.965

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City of La Habra
N/S: Valley Home Avenue
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAVHLHAM
Site Code : 11011178
Start Date : 1/13/2011

Groups Printed- Total Volume

	Valley Home Avenue Southbound				La Habra Boulevard Westbound				Valley Home Avenue Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	0	13	22	0	162	5	167	1	0	0	1	10	84	0	94	284
07:15 AM	18	1	24	43	1	207	17	225	2	0	1	3	12	135	0	147	418
07:30 AM	18	0	24	42	0	247	13	260	2	0	2	4	10	199	0	209	515
07:45 AM	14	1	33	48	0	273	19	292	1	0	0	1	28	204	2	234	575
Total	59	2	94	155	1	889	54	944	6	0	3	9	60	622	2	684	1792
08:00 AM	20	0	37	57	0	217	16	233	1	0	2	3	33	122	2	157	450
08:15 AM	31	1	32	64	0	191	23	214	1	0	1	2	31	106	0	137	417
08:30 AM	24	0	31	55	2	169	15	186	2	0	0	2	23	120	0	143	386
08:45 AM	13	0	20	33	0	118	9	127	0	1	0	1	12	113	1	126	287
Total	88	1	120	209	2	695	63	760	4	1	3	8	99	461	3	563	1540
Grand Total	147	3	214	364	3	1584	117	1704	10	1	6	17	159	1083	5	1247	3332
Apprch %	40.4	0.8	58.8		0.2	93	6.9		58.8	5.9	35.3		12.8	86.8	0.4		
Total %	4.4	0.1	6.4	10.9	0.1	47.5	3.5	51.1	0.3	0	0.2	0.5	4.8	32.5	0.2	37.4	

	Valley Home Avenue Southbound				La Habra Boulevard Westbound				Valley Home Avenue Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	18	**1**	24	43	**1**	207	17	225	**2**	0	1	3	12	135	0	147	418
07:30 AM	18	0	24	42	0	247	13	260	2	0	**2**	**4**	10	199	0	209	515
07:45 AM	14	1	33	48	0	**273**	**19**	**292**	1	0	0	1	28	**204**	**2**	**234**	**575**
08:00 AM	**20**	0	**37**	**57**	0	217	16	233	1	0	2	3	**33**	122	2	157	450
Total Volume	70	2	118	190	1	944	65	1010	6	0	5	11	83	660	4	747	1958
% App. Total	36.8	1.1	62.1		0.1	93.5	6.4		54.5	0	45.5		11.1	88.4	0.5		
PHF	.875	.500	.797	.833	.250	.864	.855	.865	.750	.000	.625	.688	.629	.809	.500	.798	.851

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City of La Habra
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File Name : LHAVHLHAM
Site Code : 11011178
Start Date : 1/13/2011
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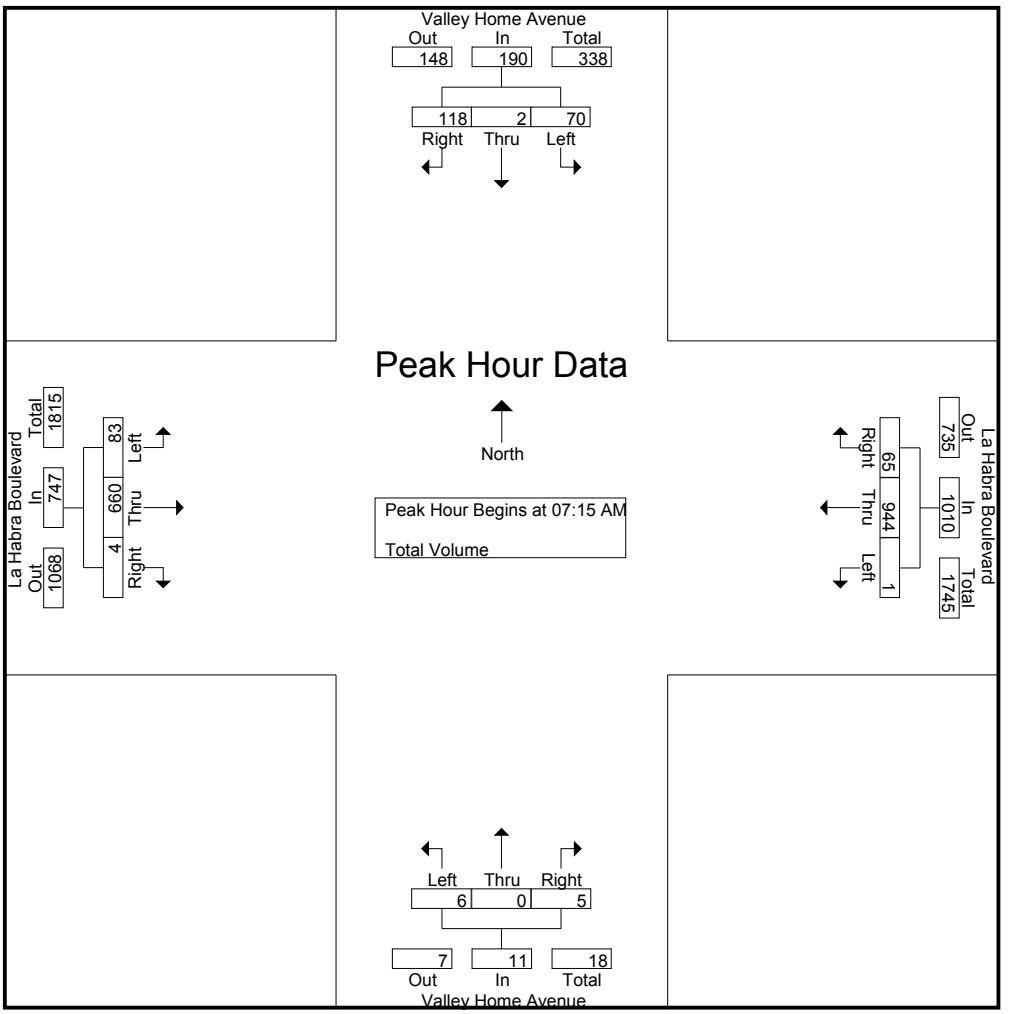

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	14	**1**	33	48	**1**	207	17	225	**2**	0	1	3	12	135	0	147
+15 mins.	20	0	**37**	57	0	247	13	260	2	0	**2**	**4**	10	199	0	209
+30 mins.	**31**	1	32	**64**	0	**273**	**19**	**292**	1	0	0	1	28	**204**	**2**	**234**
+45 mins.	24	0	31	55	0	217	16	233	1	0	2	3	**33**	122	2	157
Total Volume	89	2	133	224	1	944	65	1010	6	0	5	11	83	660	4	747
% App. Total	39.7	0.9	59.4		0.1	93.5	6.4		54.5	0	45.5		11.1	88.4	0.5	
PHF	.718	.500	.899	.875	.250	.864	.855	.865	.750	.000	.625	.688	.629	.809	.500	.798

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City of La Habra
N/S: Valley Home Avenue
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAVHLHPM
Site Code : 11011178
Start Date : 1/13/2011

Groups Printed- Total Volume

	Valley Home Avenue Southbound				La Habra Boulevard Westbound				Valley Home Avenue Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	18	0	20	38	4	163	19	186	1	0	1	2	25	209	0	234	460
04:15 PM	14	1	21	36	3	176	25	204	0	1	2	3	25	195	2	222	465
04:30 PM	17	0	18	35	3	199	13	215	0	0	1	1	30	210	3	243	494
04:45 PM	14	1	14	29	6	207	15	228	1	0	2	3	27	235	5	267	527
Total	63	2	73	138	16	745	72	833	2	1	6	9	107	849	10	966	1946
05:00 PM	25	1	30	56	2	206	15	223	2	0	0	2	33	281	2	316	597
05:15 PM	20	1	18	39	4	204	24	232	0	0	3	3	28	276	0	304	578
05:30 PM	14	1	13	28	1	206	23	230	0	1	0	1	41	249	5	295	554
05:45 PM	31	0	12	43	4	187	21	212	2	0	2	4	24	280	4	308	567
Total	90	3	73	166	11	803	83	897	4	1	5	10	126	1086	11	1223	2296
Grand Total	153	5	146	304	27	1548	155	1730	6	2	11	19	233	1935	21	2189	4242
Apprch %	50.3	1.6	48		1.6	89.5	9		31.6	10.5	57.9		10.6	88.4	1		
Total %	3.6	0.1	3.4	7.2	0.6	36.5	3.7	40.8	0.1	0	0.3	0.4	5.5	45.6	0.5	51.6	

	Valley Home Avenue Southbound				La Habra Boulevard Westbound				Valley Home Avenue Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	25	**1**	**30**	**56**	2	**206**	15	223	**2**	0	0	2	33	**281**	2	**316**	**597**
05:15 PM	20	1	18	39	**4**	204	**24**	**232**	0	0	**3**	3	28	276	0	304	578
05:30 PM	14	1	13	28	1	206	23	230	0	**1**	0	1	**41**	249	**5**	295	554
05:45 PM	**31**	0	12	43	4	187	21	212	2	0	2	**4**	24	280	4	308	567
Total Volume	90	3	73	166	11	803	83	897	4	1	5	10	126	1086	11	1223	2296
% App. Total	54.2	1.8	44		1.2	89.5	9.3		40	10	50		10.3	88.8	0.9		
PHF	.726	.750	.608	.741	.688	.975	.865	.967	.500	.250	.417	.625	.768	.966	.550	.968	.961

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City of La Habra
N/S: Valley Home Avenue
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Weather: Sunny

File Name : LHAVHLHPM
Site Code : 11011178
Start Date : 1/13/2011
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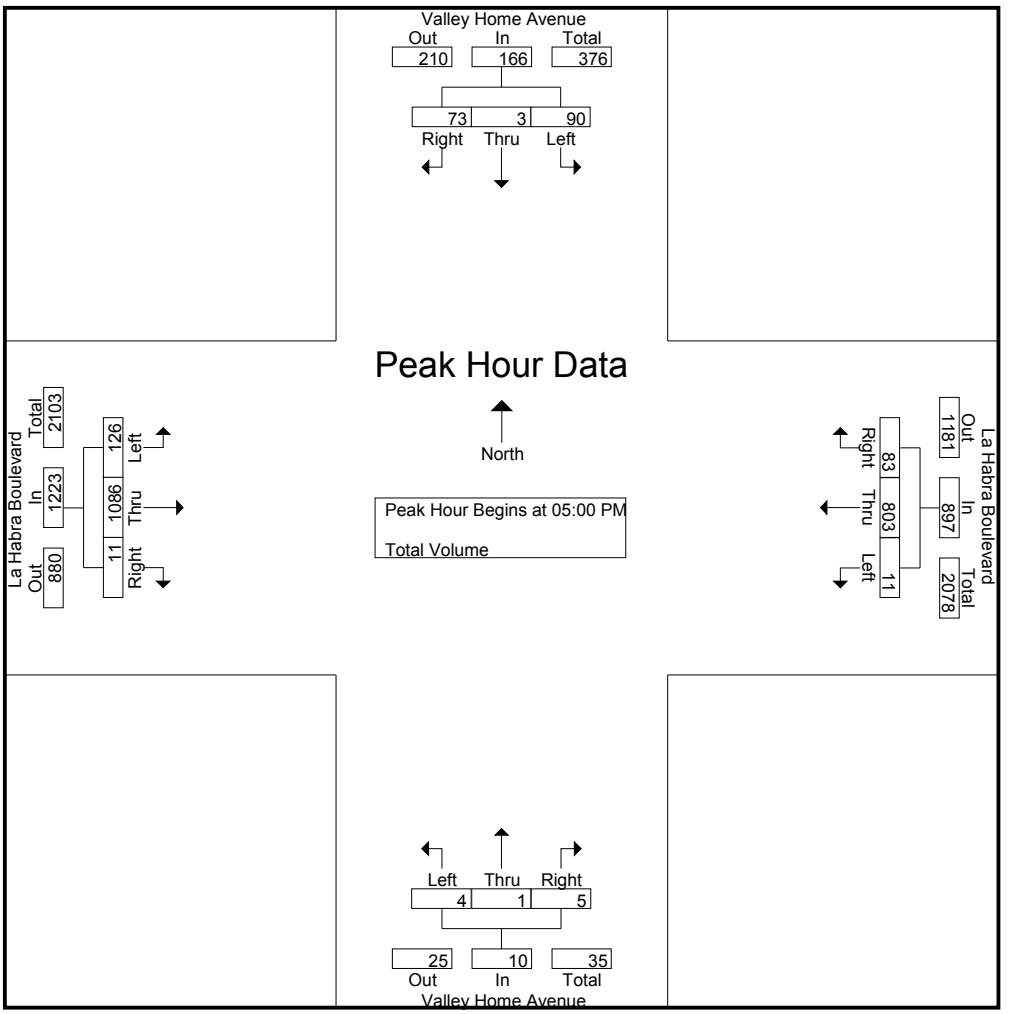

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	25	**1**	**30**	**56**	**6**	**207**	15	228	**2**	0	0	2	33	**281**	2	**316**
+15 mins.	20	1	18	39	2	206	15	223	0	0	**3**	3	28	276	0	304
+30 mins.	14	1	13	28	4	204	**24**	**232**	0	**1**	0	1	**41**	249	**5**	295
+45 mins.	**31**	0	12	43	1	206	23	230	2	0	2	**4**	24	280	4	308
Total Volume	90	3	73	166	13	823	77	913	4	1	5	10	126	1086	11	1223
% App. Total	54.2	1.8	44		1.4	90.1	8.4		40	10	50		10.3	88.8	0.9	
PHF	.726	.750	.608	.741	.542	.994	.802	.984	.500	.250	.417	.625	.768	.966	.550	.968

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City of La Habra
N/S: Valley Home Avenue
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAVHWHPM
Site Code : 11011001
Start Date : 1/25/2011
Page No : 1

Groups Printed- Total Volume

	Valley Home Avenue Southbound				Whittier Boulevard Westbound				Valley Home Avenue Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	25	8	5	38	12	221	13	246	13	18	19	50	8	265	10	283	617
04:15 PM	15	12	6	33	17	247	12	276	15	10	14	39	8	288	13	309	657
04:30 PM	21	9	5	35	21	247	16	284	13	13	24	50	10	308	13	331	700
04:45 PM	24	12	3	39	13	227	24	264	14	14	18	46	15	301	17	333	682
Total	85	41	19	145	63	942	65	1070	55	55	75	185	41	1162	53	1256	2656
05:00 PM	24	8	5	37	14	259	21	294	14	14	14	42	14	272	13	299	672
05:15 PM	18	9	7	34	7	234	15	256	10	12	22	44	7	349	16	372	706
05:30 PM	14	6	12	32	13	233	16	262	12	11	13	36	8	286	11	305	635
05:45 PM	14	9	10	33	12	243	11	266	14	11	12	37	8	273	10	291	627
Total	70	32	34	136	46	969	63	1078	50	48	61	159	37	1180	50	1267	2640
Grand Total	155	73	53	281	109	1911	128	2148	105	103	136	344	78	2342	103	2523	5296
Apprch %	55.2	26	18.9		5.1	89	6		30.5	29.9	39.5		3.1	92.8	4.1		
Total %	2.9	1.4	1	5.3	2.1	36.1	2.4	40.6	2	1.9	2.6	6.5	1.5	44.2	1.9	47.6	

	Valley Home Avenue Southbound				Whittier Boulevard Westbound				Valley Home Avenue Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	21	9	5	35	**21**	247	16	284	13	13	**24**	**50**	10	308	13	331	700
04:45 PM	**24**	**12**	3	**39**	13	227	**24**	264	**14**	**14**	18	46	**15**	301	**17**	333	682
05:00 PM	24	8	5	37	14	**259**	21	**294**	14	14	14	42	14	272	13	299	672
05:15 PM	18	9	**7**	34	7	234	15	256	10	12	22	44	7	**349**	16	**372**	**706**
Total Volume	87	38	20	145	55	967	76	1098	51	53	78	182	46	1230	59	1335	2760
% App. Total	60	26.2	13.8		5	88.1	6.9		28	29.1	42.9		3.4	92.1	4.4		
PHF	.906	.792	.714	.929	.655	.933	.792	.934	.911	.946	.813	.910	.767	.881	.868	.897	.977

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City of La Habra
N/S: Valley Home Avenue
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Weather: Sunny

File Name : LHAVHWHPM
Site Code : 11011001
Start Date : 1/25/2011
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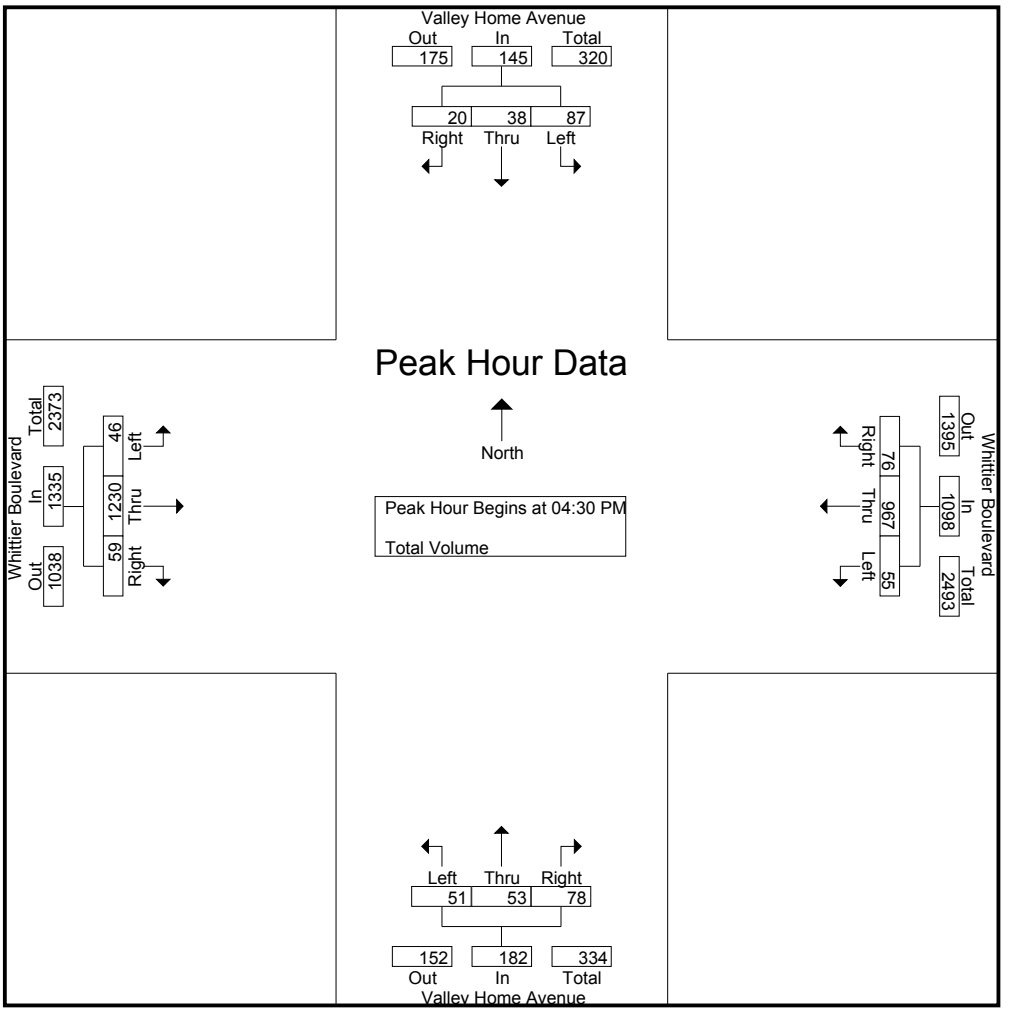

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:00 PM				04:30 PM			
+0 mins.	**25**	8	5	38	17	247	12	276	13	**18**	19	**50**	10	308	13	331
+15 mins.	15	**12**	**6**	33	**21**	247	16	284	**15**	10	14	39	**15**	301	**17**	333
+30 mins.	21	9	5	35	13	227	**24**	264	13	13	**24**	50	14	272	13	299
+45 mins.	24	12	3	**39**	14	**259**	21	**294**	14	14	18	46	7	**349**	16	**372**
Total Volume	85	41	19	145	65	980	73	1118	55	55	75	185	46	1230	59	1335
% App. Total	58.6	28.3	13.1		5.8	87.7	6.5		29.7	29.7	40.5		3.4	92.1	4.4	
PHF	.850	.854	.792	.929	.774	.946	.760	.951	.917	.764	.781	.925	.767	.881	.868	.897

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City of La Habra
N/S: Valley Home Avenue
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAVHWHAM
Site Code : 11011149
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Valley Home Avenue Southbound				Whittier Boulevard Westbound				Valley Home Avenue Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	17	4	3	24	8	276	5	289	11	1	8	20	2	138	8	148	481
07:15 AM	31	7	11	49	10	297	10	317	11	3	14	28	2	154	6	162	556
07:30 AM	24	8	1	33	12	335	4	351	11	4	19	34	2	170	12	184	602
07:45 AM	13	14	14	41	17	329	8	354	18	9	14	41	4	181	11	196	632
Total	85	33	29	147	47	1237	27	1311	51	17	55	123	10	643	37	690	2271
08:00 AM	20	9	10	39	8	247	5	260	20	5	14	39	8	191	20	219	557
08:15 AM	24	12	8	44	15	285	7	307	34	8	19	61	7	170	32	209	621
08:30 AM	18	8	8	34	11	243	7	261	7	4	17	28	5	140	9	154	477
08:45 AM	9	10	5	24	6	247	3	256	15	5	14	34	10	117	7	134	448
Total	71	39	31	141	40	1022	22	1084	76	22	64	162	30	618	68	716	2103
Grand Total	156	72	60	288	87	2259	49	2395	127	39	119	285	40	1261	105	1406	4374
Apprch %	54.2	25	20.8		3.6	94.3	2		44.6	13.7	41.8		2.8	89.7	7.5		
Total %	3.6	1.6	1.4	6.6	2	51.6	1.1	54.8	2.9	0.9	2.7	6.5	0.9	28.8	2.4	32.1	

	Valley Home Avenue Southbound				Whittier Boulevard Westbound				Valley Home Avenue Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**24**	8	1	33	12	**335**	4	351	11	4	**19**	34	2	170	12	184	602
07:45 AM	13	**14**	**14**	41	**17**	329	**8**	**354**	18	**9**	14	41	4	181	11	196	**632**
08:00 AM	20	9	10	39	8	247	5	260	20	5	14	39	**8**	**191**	20	**219**	557
08:15 AM	24	12	8	**44**	15	285	7	307	**34**	8	19	**61**	7	170	**32**	209	621
Total Volume	81	43	33	157	52	1196	24	1272	83	26	66	175	21	712	75	808	2412
% App. Total	51.6	27.4	21		4.1	94	1.9		47.4	14.9	37.7		2.6	88.1	9.3		
PHF	.844	.768	.589	.892	.765	.893	.750	.898	.610	.722	.868	.717	.656	.932	.586	.922	.954

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File Name : LHAVHWHAM
Site Code : 11011149
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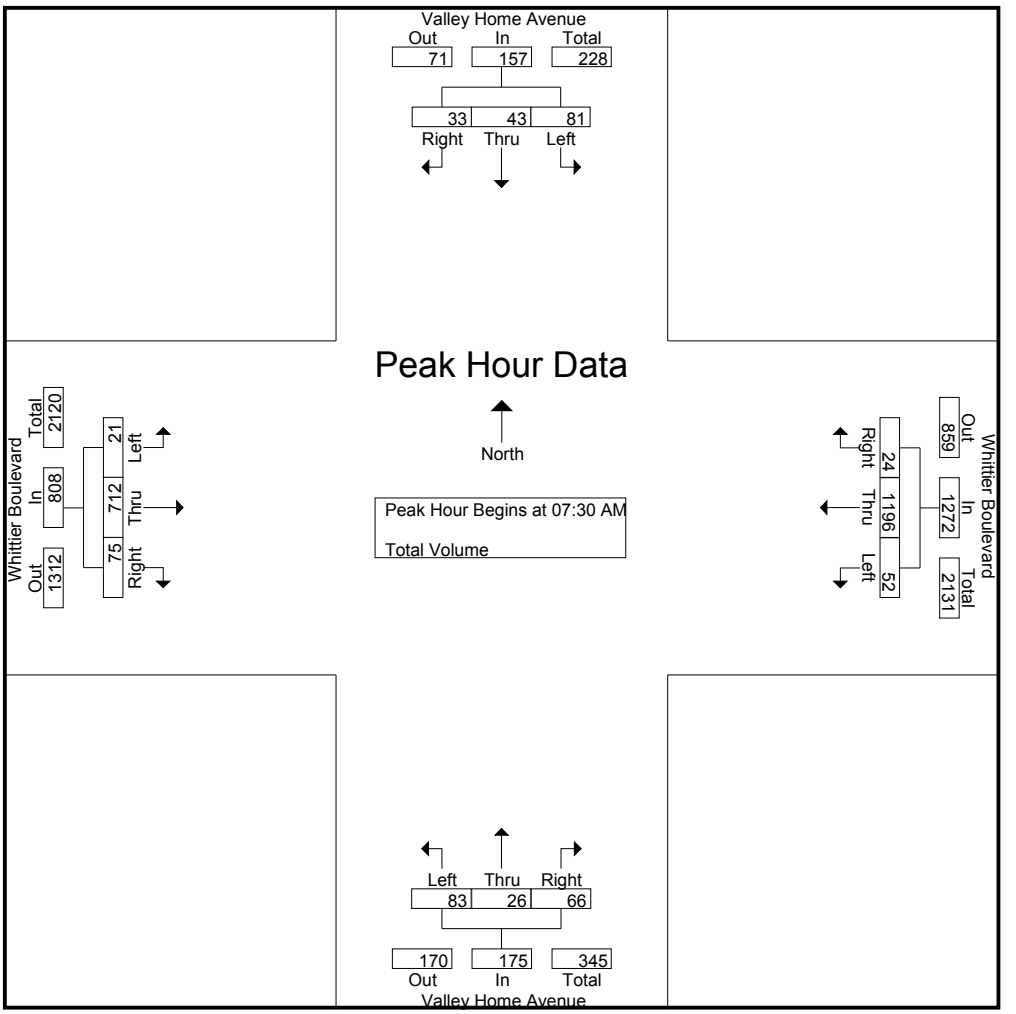

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	**31**	7	11	**49**	8	276	5	289	11	4	**19**	34	2	170	12	184
+15 mins.	24	8	1	33	10	297	**10**	317	18	**9**	14	41	4	181	11	196
+30 mins.	13	**14**	**14**	41	12	**335**	4	351	20	5	14	39	**8**	**191**	20	**219**
+45 mins.	20	9	10	39	**17**	329	8	**354**	**34**	8	19	**61**	7	170	**32**	209
Total Volume	88	38	36	162	47	1237	27	1311	83	26	66	175	21	712	75	808
% App. Total	54.3	23.5	22.2		3.6	94.4	2.1		47.4	14.9	37.7		2.6	88.1	9.3	
PHF	.710	.679	.643	.827	.691	.923	.675	.926	.610	.722	.868	.717	.656	.932	.586	.922

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N/S: Valley Home Avenue
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File Name : LHAVHWHPM
Site Code : 11011149
Start Date : 1/13/2011

Groups Printed- Total Volume

	Valley Home Avenue Southbound				Whittier Boulevard Westbound				Valley Home Avenue Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	4	5	22	12	220	8	240	16	9	11	36	11	246	24	281	579
04:15 PM	22	8	2	32	4	223	10	237	16	9	9	34	7	294	9	310	613
04:30 PM	18	4	3	25	11	237	12	260	17	7	20	44	11	264	13	288	617
04:45 PM	19	8	9	36	13	226	17	256	12	10	19	41	8	303	18	329	662
Total	72	24	19	115	40	906	47	993	61	35	59	155	37	1107	64	1208	2471
05:00 PM	23	8	4	35	10	242	19	271	14	17	15	46	7	267	14	288	640
05:15 PM	16	7	6	29	16	198	14	228	14	6	14	34	4	374	18	396	687
05:30 PM	23	9	7	39	13	216	14	243	16	13	20	49	12	315	16	343	674
05:45 PM	14	6	7	27	13	189	17	219	17	6	14	37	6	269	14	289	572
Total	76	30	24	130	52	845	64	961	61	42	63	166	29	1225	62	1316	2573
Grand Total	148	54	43	245	92	1751	111	1954	122	77	122	321	66	2332	126	2524	5044
Apprch %	60.4	22	17.6		4.7	89.6	5.7		38	24	38		2.6	92.4	5		
Total %	2.9	1.1	0.9	4.9	1.8	34.7	2.2	38.7	2.4	1.5	2.4	6.4	1.3	46.2	2.5	50	

	Valley Home Avenue Southbound				Whittier Boulevard Westbound				Valley Home Avenue Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	19	8	**9**	36	13	226	17	256	12	10	19	41	8	303	**18**	329	662
05:00 PM	**23**	8	4	35	10	**242**	**19**	**271**	14	**17**	15	46	7	267	14	288	640
05:15 PM	16	7	6	29	**16**	198	14	228	14	6	14	34	4	**374**	18	**396**	**687**
05:30 PM	23	**9**	7	**39**	13	216	14	243	**16**	13	**20**	**49**	**12**	315	16	343	674
Total Volume	81	32	26	139	52	882	64	998	56	46	68	170	31	1259	66	1356	2663
% App. Total	58.3	23	18.7		5.2	88.4	6.4		32.9	27.1	40		2.3	92.8	4.9		
PHF	.880	.889	.722	.891	.813	.911	.842	.921	.875	.676	.850	.867	.646	.842	.917	.856	.969

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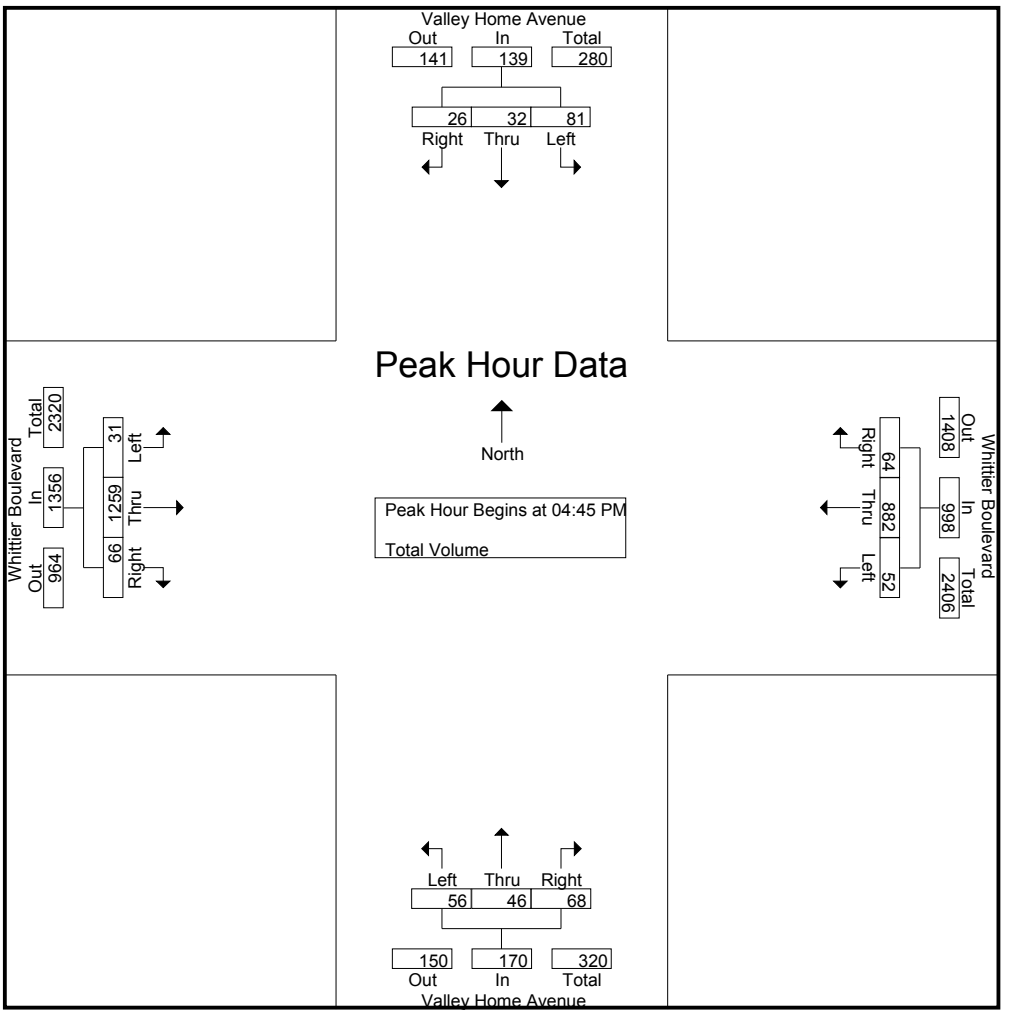
City of La Habra
N/S: Valley Home Avenue
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAVHWHPM
Site Code : 11011149
Start Date : 1/13/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				04:45 PM				04:45 PM			
+0 mins.	19	8	**9**	36	4	223	10	237	12	10	19	41	8	303	**18**	329
+15 mins.	**23**	8	4	35	11	237	12	260	14	**17**	15	46	7	267	14	288
+30 mins.	16	7	6	29	**13**	226	17	256	14	6	14	34	4	**374**	18	**396**
+45 mins.	23	**9**	7	**39**	10	**242**	**19**	**271**	**16**	13	**20**	**49**	**12**	315	16	343
Total Volume	81	32	26	139	38	928	58	1024	56	46	68	170	31	1259	66	1356
% App. Total	58.3	23	18.7		3.7	90.6	5.7		32.9	27.1	40		2.3	92.8	4.9	
PHF	.880	.889	.722	.891	.731	.959	.763	.945	.875	.676	.850	.867	.646	.842	.917	.856

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City of La Habra
N/S: Walnut Street
E/W: Imperial Highway
Weather: Sunny

File Name : LHAWAIMAM
Site Code : 11011083
Start Date : 1/12/2011
Page No : 1

Groups Printed- Total Volume

	Walnut Street Southbound			Imperial Highway Westbound			Imperial Highway Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	3	15	18	268	4	272	9	188	197	487
07:15 AM	5	12	17	297	10	307	12	259	271	595
07:30 AM	8	20	28	371	13	384	10	253	263	675
07:45 AM	10	31	41	319	9	328	15	310	325	694
Total	26	78	104	1255	36	1291	46	1010	1056	2451
08:00 AM	8	33	41	298	8	306	31	243	274	621
08:15 AM	4	36	40	260	17	277	22	256	278	595
08:30 AM	6	25	31	266	13	279	24	228	252	562
08:45 AM	7	20	27	225	12	237	23	289	312	576
Total	25	114	139	1049	50	1099	100	1016	1116	2354
Grand Total	51	192	243	2304	86	2390	146	2026	2172	4805
Apprch %	21	79		96.4	3.6		6.7	93.3		
Total %	1.1	4	5.1	48	1.8	49.7	3	42.2	45.2	

	Walnut Street Southbound			Imperial Highway Westbound			Imperial Highway Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	5	12	17	297	10	307	12	259	271	595
07:30 AM	8	20	28	**371**	**13**	**384**	10	253	263	675
07:45 AM	**10**	31	**41**	319	9	328	15	**310**	**325**	**694**
08:00 AM	8	**33**	41	298	8	306	**31**	243	274	621
Total Volume	31	96	127	1285	40	1325	68	1065	1133	2585
% App. Total	24.4	75.6		97	3		6	94		
PHF	.775	.727	.774	.866	.769	.863	.548	.859	.872	.931

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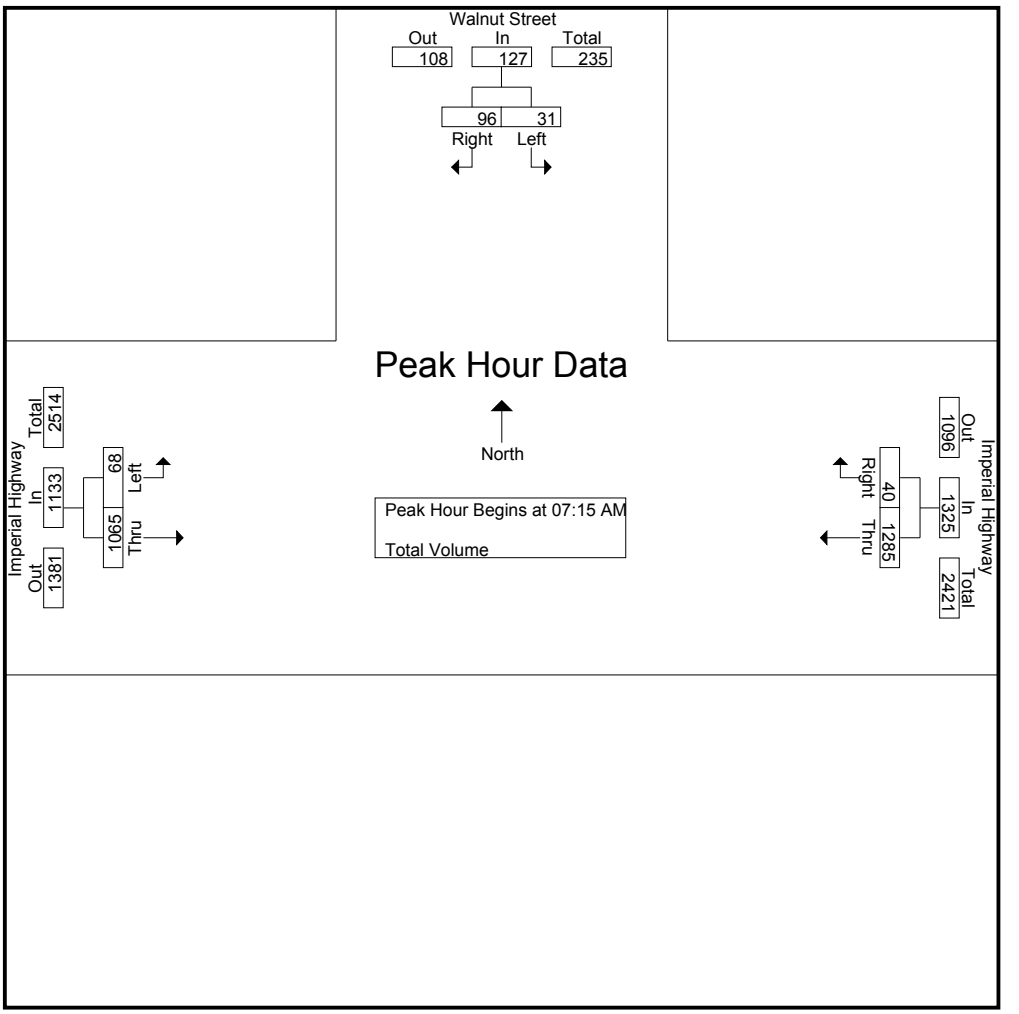
City of La Habra
N/S: Walnut Street
E/W: Imperial Highway
Weather: Sunny

File Name : LHAWAIMAM
Site Code : 11011083
Start Date : 1/12/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM			07:15 AM			07:30 AM		
+0 mins.	**10**	31	**41**	297	10	307	10	253	263
+15 mins.	8	33	41	**371**	**13**	**384**	15	**310**	**325**
+30 mins.	4	**36**	40	319	9	328	**31**	243	274
+45 mins.	6	25	31	298	8	306	22	256	278
Total Volume	28	125	153	1285	40	1325	78	1062	1140
% App. Total	18.3	81.7		97	3		6.8	93.2	
PHF	.700	.868	.933	.866	.769	.863	.629	.856	.877

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City of La Habra
N/S: Walnut Street
E/W: Imperial Highway
Weather: Sunny

File Name : LHAWAIMPM
Site Code : 11011022
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Walnut Street Southbound			Imperial Highway Westbound			Imperial Highway Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	4	20	24	355	22	377	41	328	369	770
04:15 PM	5	22	27	364	25	389	43	337	380	796
04:30 PM	0	24	24	323	15	338	31	338	369	731
04:45 PM	8	19	27	348	31	379	35	362	397	803
Total	17	85	102	1390	93	1483	150	1365	1515	3100
05:00 PM	3	27	30	387	30	417	35	368	403	850
05:15 PM	4	30	34	392	31	423	49	358	407	864
05:30 PM	5	50	55	333	26	359	37	358	395	809
05:45 PM	4	28	32	356	29	385	49	378	427	844
Total	16	135	151	1468	116	1584	170	1462	1632	3367
Grand Total	33	220	253	2858	209	3067	320	2827	3147	6467
Apprch %	13	87		93.2	6.8		10.2	89.8		
Total %	0.5	3.4	3.9	44.2	3.2	47.4	4.9	43.7	48.7	

	Walnut Street Southbound			Imperial Highway Westbound			Imperial Highway Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	**8**	19	27	348	**31**	379	35	362	397	803
05:00 PM	3	27	30	387	30	417	35	**368**	403	850
05:15 PM	4	30	34	**392**	31	**423**	**49**	358	**407**	**864**
05:30 PM	5	**50**	**55**	333	26	359	37	358	395	809
Total Volume	20	126	146	1460	118	1578	156	1446	1602	3326
% App. Total	13.7	86.3		92.5	7.5		9.7	90.3		
PHF	.625	.630	.664	.931	.952	.933	.796	.982	.984	.962

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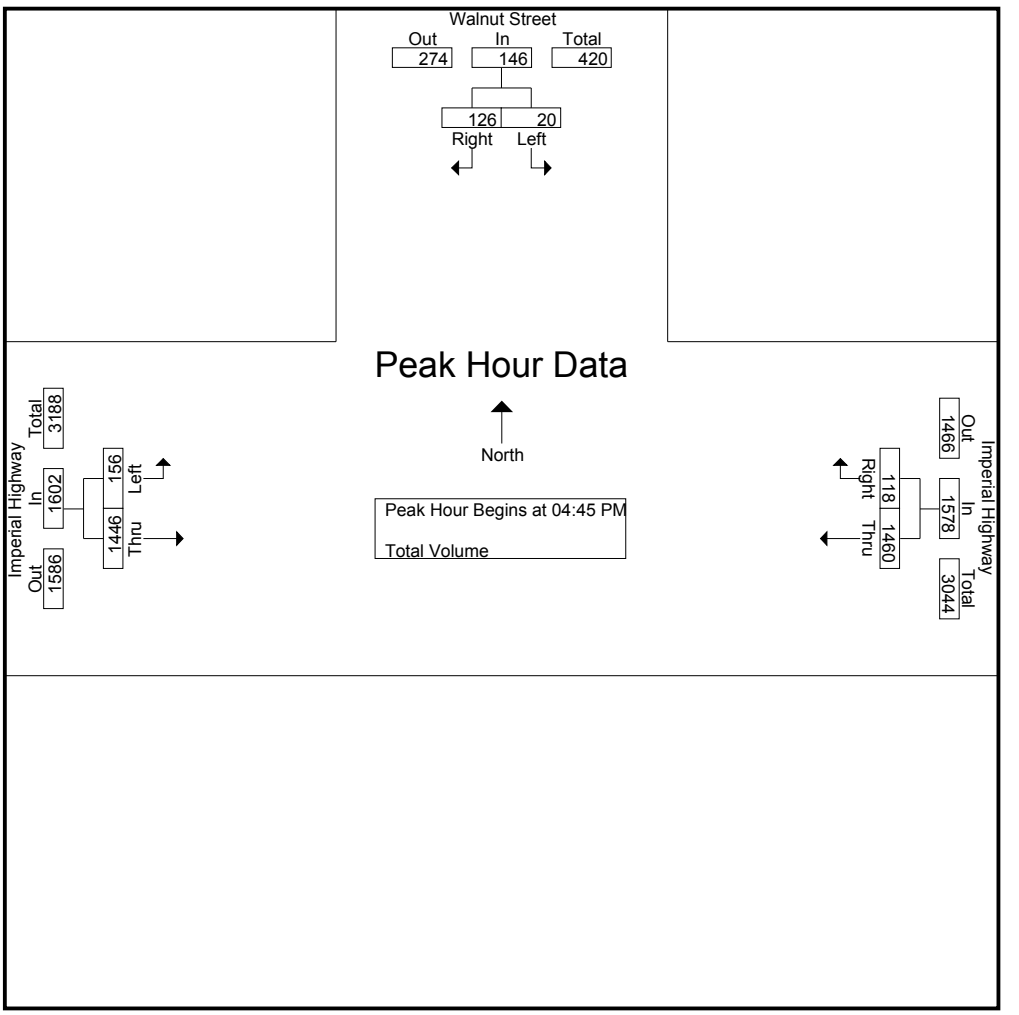
City of La Habra
N/S: Walnut Street
E/W: Imperial Highway
Weather: Sunny

File Name : LHAWAIMPM
Site Code : 11011022
Start Date : 1/13/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	**8**	19	27	348	**31**	379	35	362	397
+15 mins.	3	27	30	387	30	417	35	**368**	403
+30 mins.	4	30	34	**392**	31	**423**	**49**	358	**407**
+45 mins.	5	**50**	**55**	333	26	359	37	358	395
Total Volume	20	126	146	1460	118	1578	156	1446	1602
% App. Total	13.7	86.3		92.5	7.5		9.7	90.3	
PHF	.625	.630	.664	.931	.952	.933	.796	.982	.984

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City of La Habra
N/S: Walnut Street
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAWALHAM
Site Code : 11011661
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Walnut Street Southbound				La Habra Boulevard Westbound				Walnut Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	19	17	10	46	3	161	7	171	7	15	10	32	3	113	4	120	369
07:15 AM	18	25	8	51	3	217	18	238	7	25	8	40	7	140	4	151	480
07:30 AM	37	44	25	106	7	242	40	289	13	63	5	81	17	154	15	186	662
07:45 AM	38	38	24	100	11	191	15	217	12	28	8	48	21	201	13	235	600
Total	112	124	67	303	24	811	80	915	39	131	31	201	48	608	36	692	2111
08:00 AM	13	28	17	58	4	158	12	174	12	19	4	35	11	159	10	180	447
08:15 AM	16	23	18	57	6	143	8	157	5	11	8	24	4	132	4	140	378
08:30 AM	19	19	5	43	9	161	8	178	6	17	7	30	15	124	12	151	402
08:45 AM	12	15	14	41	8	142	6	156	7	18	6	31	17	131	6	154	382
Total	60	85	54	199	27	604	34	665	30	65	25	120	47	546	32	625	1609
Grand Total	172	209	121	502	51	1415	114	1580	69	196	56	321	95	1154	68	1317	3720
Apprch %	34.3	41.6	24.1		3.2	89.6	7.2		21.5	61.1	17.4		7.2	87.6	5.2		
Total %	4.6	5.6	3.3	13.5	1.4	38	3.1	42.5	1.9	5.3	1.5	8.6	2.6	31	1.8	35.4	

	Walnut Street Southbound				La Habra Boulevard Westbound				Walnut Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	18	25	8	51	3	217	18	238	7	25	**8**	40	7	140	4	151	480
07:30 AM	37	**44**	**25**	**106**	7	**242**	**40**	**289**	**13**	**63**	5	**81**	17	154	**15**	186	**662**
07:45 AM	**38**	38	24	100	**11**	191	15	217	12	28	8	48	**21**	**201**	13	**235**	600
08:00 AM	13	28	17	58	4	158	12	174	12	19	4	35	11	159	10	180	447
Total Volume	106	135	74	315	25	808	85	918	44	135	25	204	56	654	42	752	2189
% App. Total	33.7	42.9	23.5		2.7	88	9.3		21.6	66.2	12.3		7.4	87	5.6		
PHF	.697	.767	.740	.743	.568	.835	.531	.794	.846	.536	.781	.630	.667	.813	.700	.800	.827

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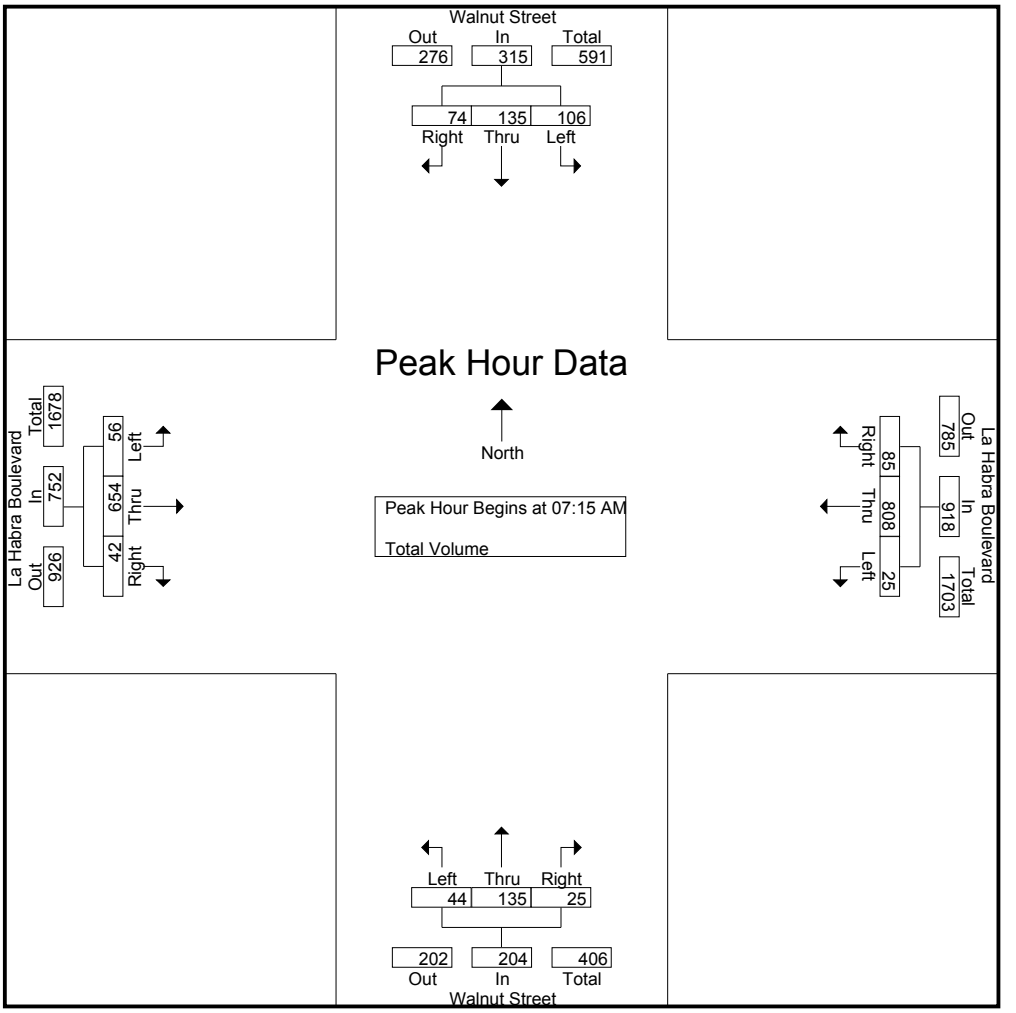
City of La Habra
N/S: Walnut Street
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAWALHAM
Site Code : 11011661
Start Date : 1/13/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	37	**44**	**25**	**106**	3	217	18	238	7	25	**8**	40	7	140	4	151
+15 mins.	**38**	38	24	100	7	**242**	**40**	**289**	**13**	**63**	5	**81**	17	154	**15**	186
+30 mins.	13	28	17	58	**11**	191	15	217	12	28	8	48	**21**	**201**	13	**235**
+45 mins.	16	23	18	57	4	158	12	174	12	19	4	35	11	159	10	180
Total Volume	104	133	84	321	25	808	85	918	44	135	25	204	56	654	42	752
% App. Total	32.4	41.4	26.2		2.7	88	9.3		21.6	66.2	12.3		7.4	87	5.6	
PHF	.684	.756	.840	.757	.568	.835	.531	.794	.846	.536	.781	.630	.667	.813	.700	.800

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City of La Habra
N/S: Walnut Street
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAWALHPM
Site Code : 11011661
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Walnut Street Southbound				La Habra Boulevard Westbound				Walnut Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	24	19	15	58	6	172	16	194	15	30	12	57	16	195	14	225	534
04:15 PM	18	27	11	56	16	212	18	246	10	35	14	59	15	218	10	243	604
04:30 PM	16	41	9	66	5	213	14	232	11	34	11	56	9	231	15	255	609
04:45 PM	25	27	7	59	8	200	19	227	14	24	10	48	19	235	15	269	603
Total	83	114	42	239	35	797	67	899	50	123	47	220	59	879	54	992	2350
05:00 PM	25	26	8	59	10	235	18	263	18	26	19	63	16	238	16	270	655
05:15 PM	20	24	17	61	15	219	23	257	18	40	20	78	14	263	10	287	683
05:30 PM	18	24	8	50	14	217	20	251	11	38	13	62	16	230	14	260	623
05:45 PM	16	21	21	58	14	221	18	253	5	32	13	50	20	228	18	266	627
Total	79	95	54	228	53	892	79	1024	52	136	65	253	66	959	58	1083	2588
Grand Total	162	209	96	467	88	1689	146	1923	102	259	112	473	125	1838	112	2075	4938
Apprch %	34.7	44.8	20.6		4.6	87.8	7.6		21.6	54.8	23.7		6	88.6	5.4		
Total %	3.3	4.2	1.9	9.5	1.8	34.2	3	38.9	2.1	5.2	2.3	9.6	2.5	37.2	2.3	42	

	Walnut Street Southbound				La Habra Boulevard Westbound				Walnut Street Northbound				La Habra Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**25**	**26**	8	59	10	**235**	18	**263**	**18**	26	19	63	16	238	16	270	655
05:15 PM	20	24	17	**61**	**15**	219	**23**	257	18	**40**	**20**	**78**	14	**263**	10	**287**	**683**
05:30 PM	18	24	8	50	14	217	20	251	11	38	13	62	16	230	14	260	623
05:45 PM	16	21	**21**	58	14	221	18	253	5	32	13	50	**20**	228	**18**	266	627
Total Volume	79	95	54	228	53	892	79	1024	52	136	65	253	66	959	58	1083	2588
% App. Total	34.6	41.7	23.7		5.2	87.1	7.7		20.6	53.8	25.7		6.1	88.6	5.4		
PHF	.790	.913	.643	.934	.883	.949	.859	.973	.722	.850	.813	.811	.825	.912	.806	.943	.947

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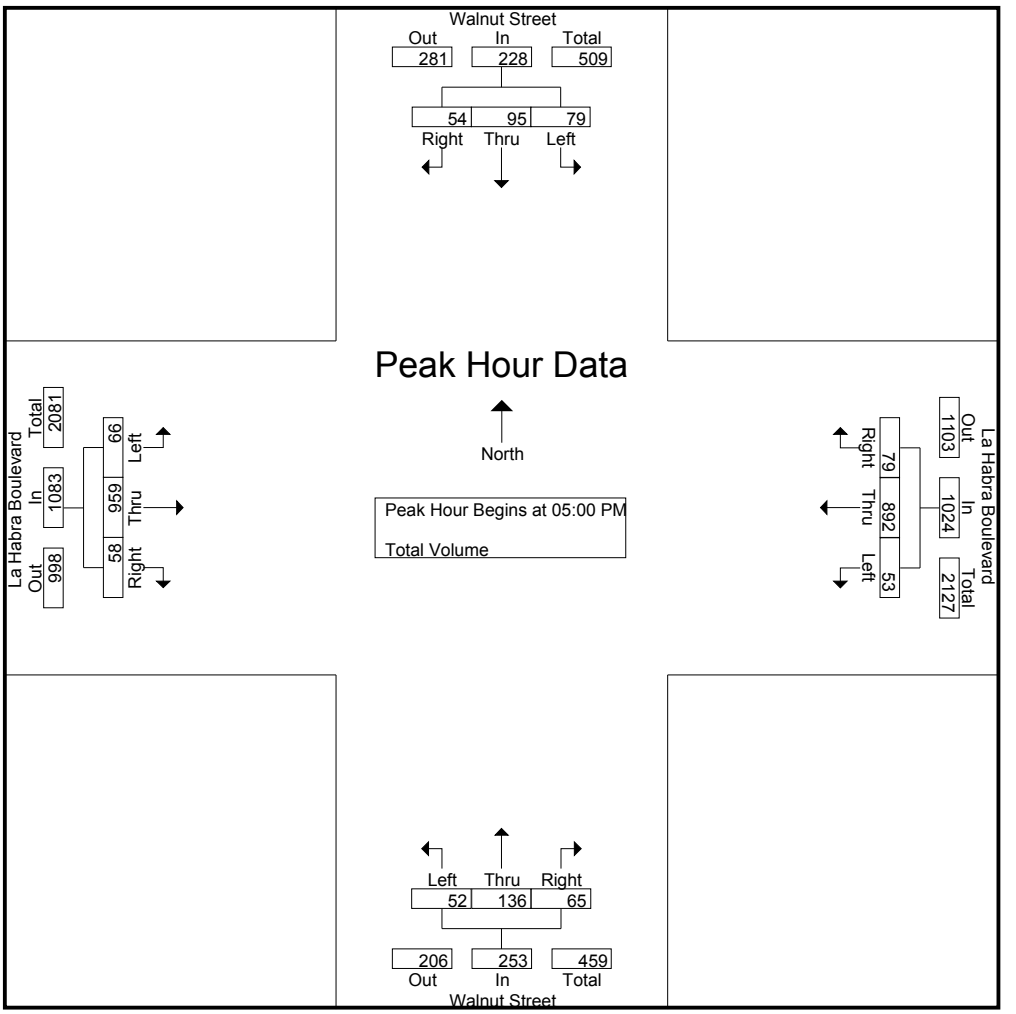
City of La Habra
N/S: Walnut Street
E/W: La Habra Boulevard
Weather: Sunny

File Name : LHAWALHPM
Site Code : 11011661
Start Date : 1/13/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	16	**41**	9	**66**	10	**235**	18	**263**	**18**	26	19	63	**19**	235	15	269
+15 mins.	**25**	27	7	59	**15**	219	**23**	257	18	**40**	**20**	**78**	16	238	**16**	270
+30 mins.	25	26	8	59	14	217	20	251	11	38	13	62	14	**263**	10	**287**
+45 mins.	20	24	**17**	61	14	221	18	253	5	32	13	50	16	230	14	260
Total Volume	86	118	41	245	53	892	79	1024	52	136	65	253	65	966	55	1086
% App. Total	35.1	48.2	16.7		5.2	87.1	7.7		20.6	53.8	25.7		6	89	5.1	
PHF	.860	.720	.603	.928	.883	.949	.859	.973	.722	.850	.813	.811	.855	.918	.859	.946

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City of La Habra
N/S: Walnut Street
E/W: Lambert Road
Weather: Sunny

File Name : LHAWALAAM
Site Code : 11011155
Start Date : 1/12/2011

Groups Printed- Total Volume

	Walnut Street Southbound				Lambert Road Westbound				Walnut Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	8	12	26	4	257	0	261	11	10	17	38	7	289	7	303	628
07:15 AM	15	22	6	43	5	333	2	340	12	19	14	45	9	309	3	321	749
07:30 AM	13	36	12	61	15	335	16	366	8	24	18	50	13	325	8	346	823
07:45 AM	23	48	9	80	10	282	4	296	7	11	12	30	7	334	9	350	756
Total	57	114	39	210	34	1207	22	1263	38	64	61	163	36	1257	27	1320	2956
08:00 AM	12	19	14	45	7	227	11	245	9	20	18	47	9	279	17	305	642
08:15 AM	6	22	13	41	5	195	7	207	14	17	10	41	5	287	9	301	590
08:30 AM	10	19	11	40	1	203	7	211	7	15	19	41	9	227	11	247	539
08:45 AM	10	11	14	35	8	215	4	227	9	19	8	36	13	212	8	233	531
Total	38	71	52	161	21	840	29	890	39	71	55	165	36	1005	45	1086	2302
Grand Total	95	185	91	371	55	2047	51	2153	77	135	116	328	72	2262	72	2406	5258
Apprch %	25.6	49.9	24.5		2.6	95.1	2.4		23.5	41.2	35.4		3	94	3		
Total %	1.8	3.5	1.7	7.1	1	38.9	1	40.9	1.5	2.6	2.2	6.2	1.4	43	1.4	45.8	

	Walnut Street Southbound				Lambert Road Westbound				Walnut Street Northbound				Lambert Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	22	6	43	5	333	2	340	**12**	19	14	45	9	309	3	321	749
07:30 AM	13	36	12	61	**15**	**335**	**16**	**366**	8	**24**	**18**	**50**	**13**	325	8	346	**823**
07:45 AM	**23**	**48**	9	**80**	10	282	4	296	7	11	12	30	7	**334**	9	**350**	756
08:00 AM	12	19	**14**	45	7	227	11	245	9	20	18	47	9	279	**17**	305	642
Total Volume	63	125	41	229	37	1177	33	1247	36	74	62	172	38	1247	37	1322	2970
% App. Total	27.5	54.6	17.9		3	94.4	2.6		20.9	43	36		2.9	94.3	2.8		
PHF	.685	.651	.732	.716	.617	.878	.516	.852	.750	.771	.861	.860	.731	.933	.544	.944	.902

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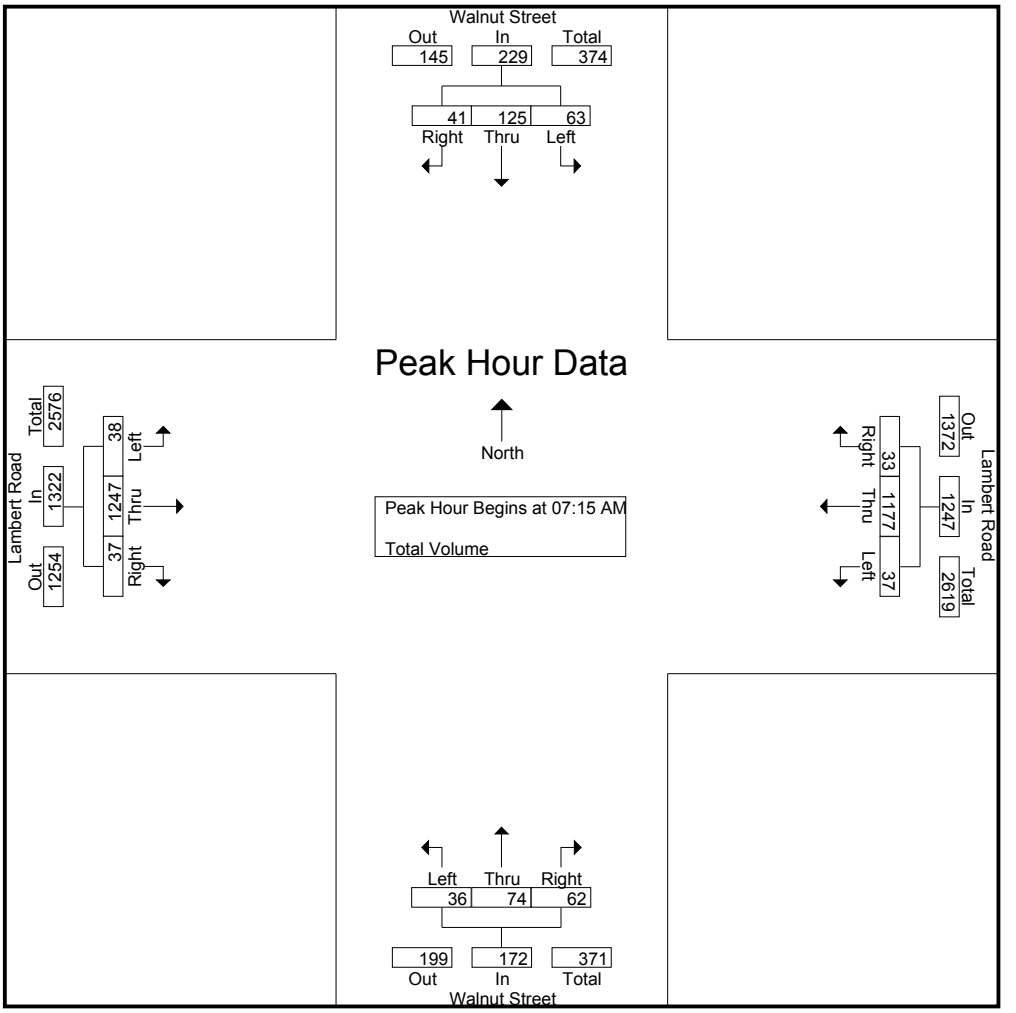
City of La Habra
N/S: Walnut Street
E/W: Lambert Road
Weather: Sunny

File Name : LHAWALAAM
Site Code : 11011155
Start Date : 1/12/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	15	22	6	43	4	257	0	261	**12**	19	14	45	9	309	3	321
+15 mins.	13	36	12	61	5	333	2	340	8	**24**	**18**	**50**	**13**	325	8	346
+30 mins.	**23**	**48**	9	**80**	**15**	**335**	**16**	**366**	7	11	12	30	7	**334**	9	**350**
+45 mins.	12	19	**14**	45	10	282	4	296	9	20	18	47	9	279	**17**	305
Total Volume	63	125	41	229	34	1207	22	1263	36	74	62	172	38	1247	37	1322
% App. Total	27.5	54.6	17.9		2.7	95.6	1.7		20.9	43	36		2.9	94.3	2.8	
PHF	.685	.651	.732	.716	.567	.901	.344	.863	.750	.771	.861	.860	.731	.933	.544	.944

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City of La Habra
N/S: Walnut Street
E/W: Lambert Road
Weather: Sunny

File Name : LHAWALAPM
Site Code : 11011155
Start Date : 1/12/2011
Page No : 1

Groups Printed- Total Volume

	Walnut Street Southbound					Lambert Road Westbound					Walnut Street Northbound					Lambert Road Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:00 PM	8	28	8	0	44	7	294	17	0	318	10	29	14	0	53	16	242	9	0	267	682
04:15 PM	9	25	8	0	42	16	354	12	0	382	21	21	14	0	56	16	312	10	0	338	818
04:30 PM	9	21	15	0	45	13	336	11	0	360	12	28	1	0	41	22	306	12	0	340	786
04:45 PM	17	22	7	0	46	7	345	14	0	366	17	29	9	1	56	10	294	8	0	312	780
Total	43	96	38	0	177	43	1329	54	0	1426	60	107	38	1	206	64	1154	39	0	1257	3066
05:00 PM	7	19	12	0	38	9	356	10	0	375	16	31	17	0	64	16	261	14	0	291	768
05:15 PM	8	35	6	0	49	12	336	15	1	364	12	44	16	0	72	20	278	16	0	314	799
05:30 PM	8	22	14	0	44	10	366	9	1	386	24	37	13	0	74	22	235	6	0	263	767
05:45 PM	9	24	15	0	48	8	330	16	0	354	12	30	15	0	57	15	295	11	0	321	780
Total	32	100	47	0	179	39	1388	50	2	1479	64	142	61	0	267	73	1069	47	0	1189	3114
Grand Total	75	196	85	0	356	82	2717	104	2	2905	124	249	99	1	473	137	2223	86	0	2446	6180
Apprch %	21.1	55.1	23.9	0		2.8	93.5	3.6	0.1		26.2	52.6	20.9	0.2		5.6	90.9	3.5	0		
Total %	1.2	3.2	1.4	0	5.8	1.3	44	1.7	0	47	2	4	1.6	0	7.7	2.2	36	1.4	0	39.6	

	Walnut Street Southbound					Lambert Road Westbound					Walnut Street Northbound					Lambert Road Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total		Thru	Right	Peds	App. Total		Thru	Right	Peds	App. Total		Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	9	**25**	8	0	42	**16**	354	12	0	**382**	**21**	21	14	0	56	16	**312**	10	0	338	**818**
04:30 PM	9	21	**15**	0	45	13	336	11	0	360	12	28	1	0	41	**22**	306	12	0	**340**	786
04:45 PM	**17**	22	7	0	**46**	7	345	**14**	0	366	17	29	9	**1**	56	10	294	8	0	312	780
05:00 PM	7	19	12	0	38	9	**356**	10	0	375	16	**31**	**17**	0	**64**	16	261	**14**	0	291	768
Total Volume	42	87	42	0	171	45	1391	47	0	1483	66	109	41	1	217	64	1173	44	0	1281	3152
% App. Total	24.6	50.9	24.6	0		3	93.8	3.2	0		30.4	50.2	18.9	0.5		5	91.6	3.4	0		
PHF	.618	.870	.700	.000	.929	.703	.977	.839	.000	.971	.786	.879	.603	.250	.848	.727	.940	.786	.000	.942	.963

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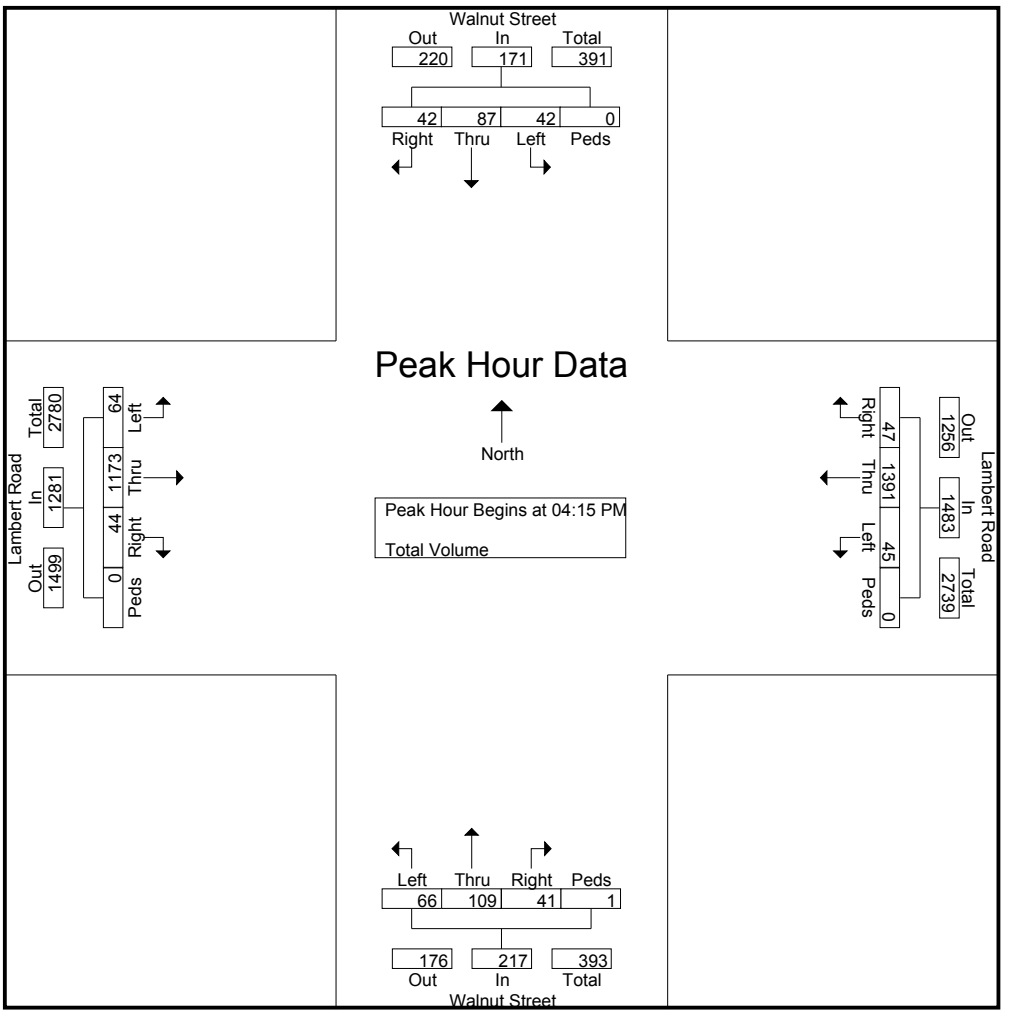
City of La Habra
N/S: Walnut Street
E/W: Lambert Road
Weather: Sunny

File Name : LHAWALAPM
Site Code : 11011155
Start Date : 1/12/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:45 PM					05:00 PM					04:15 PM				
+0 mins.	7	19	12	0	38	7	345	14	0	366	16	31	**17**	0	64	16	**312**	10	0	338
+15 mins.	8	**35**	6	0	**49**	9	356	10	0	375	12	**44**	16	0	72	**22**	306	12	0	**340**
+30 mins.	8	22	14	0	44	**12**	336	**15**	**1**	364	**24**	37	13	0	**74**	10	294	8	0	312
+45 mins.	**9**	24	**15**	0	48	10	**366**	9	1	**386**	12	30	15	0	57	16	261	**14**	0	291
Total Volume	32	100	47	0	179	38	1403	48	2	1491	64	142	61	0	267	64	1173	44	0	1281
% App. Total	17.9	55.9	26.3	0		2.5	94.1	3.2	0.1		24	53.2	22.8	0		5	91.6	3.4	0	
PHF	.889	.714	.783	.000	.913	.792	.958	.800	.500	.966	.667	.807	.897	.000	.902	.727	.940	.786	.000	.942

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City of La Habra
N/S: Walnut Street
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAWAWHAM
Site Code : 11011063
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Walnut Street Southbound				Whittier Boulevard Westbound				Walnut Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	30	10	5	45	8	274	5	287	9	4	6	19	6	176	5	187	538
07:15 AM	41	12	8	61	17	349	6	372	9	8	13	30	5	255	10	270	733
07:30 AM	36	31	10	77	26	351	11	388	13	31	22	66	11	208	10	229	760
07:45 AM	31	35	10	76	29	288	12	329	21	27	32	80	14	255	22	291	776
Total	138	88	33	259	80	1262	34	1376	52	70	73	195	36	894	47	977	2807
08:00 AM	28	9	12	49	15	303	10	328	12	17	22	51	9	229	9	247	675
08:15 AM	29	5	15	49	18	311	17	346	8	3	6	17	13	204	4	221	633
08:30 AM	35	12	7	54	3	249	8	260	10	11	6	27	9	179	1	189	530
08:45 AM	12	17	8	37	19	244	7	270	12	16	10	38	7	160	4	171	516
Total	104	43	42	189	55	1107	42	1204	42	47	44	133	38	772	18	828	2354
Grand Total	242	131	75	448	135	2369	76	2580	94	117	117	328	74	1666	65	1805	5161
Apprch %	54	29.2	16.7		5.2	91.8	2.9		28.7	35.7	35.7		4.1	92.3	3.6		
Total %	4.7	2.5	1.5	8.7	2.6	45.9	1.5	50	1.8	2.3	2.3	6.4	1.4	32.3	1.3	35	

	Walnut Street Southbound				Whittier Boulevard Westbound				Walnut Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**41**	12	8	61	17	349	6	372	9	8	13	30	5	**255**	10	270	733
07:30 AM	36	31	10	**77**	26	**351**	11	**388**	13	**31**	22	66	11	208	10	229	760
07:45 AM	31	**35**	10	76	**29**	288	**12**	329	**21**	27	**32**	**80**	**14**	255	**22**	**291**	**776**
08:00 AM	28	9	**12**	49	15	303	10	328	12	17	22	51	9	229	9	247	675
Total Volume	136	87	40	263	87	1291	39	1417	55	83	89	227	39	947	51	1037	2944
% App. Total	51.7	33.1	15.2		6.1	91.1	2.8		24.2	36.6	39.2		3.8	91.3	4.9		
PHF	.829	.621	.833	.854	.750	.920	.813	.913	.655	.669	.695	.709	.696	.928	.580	.891	.948

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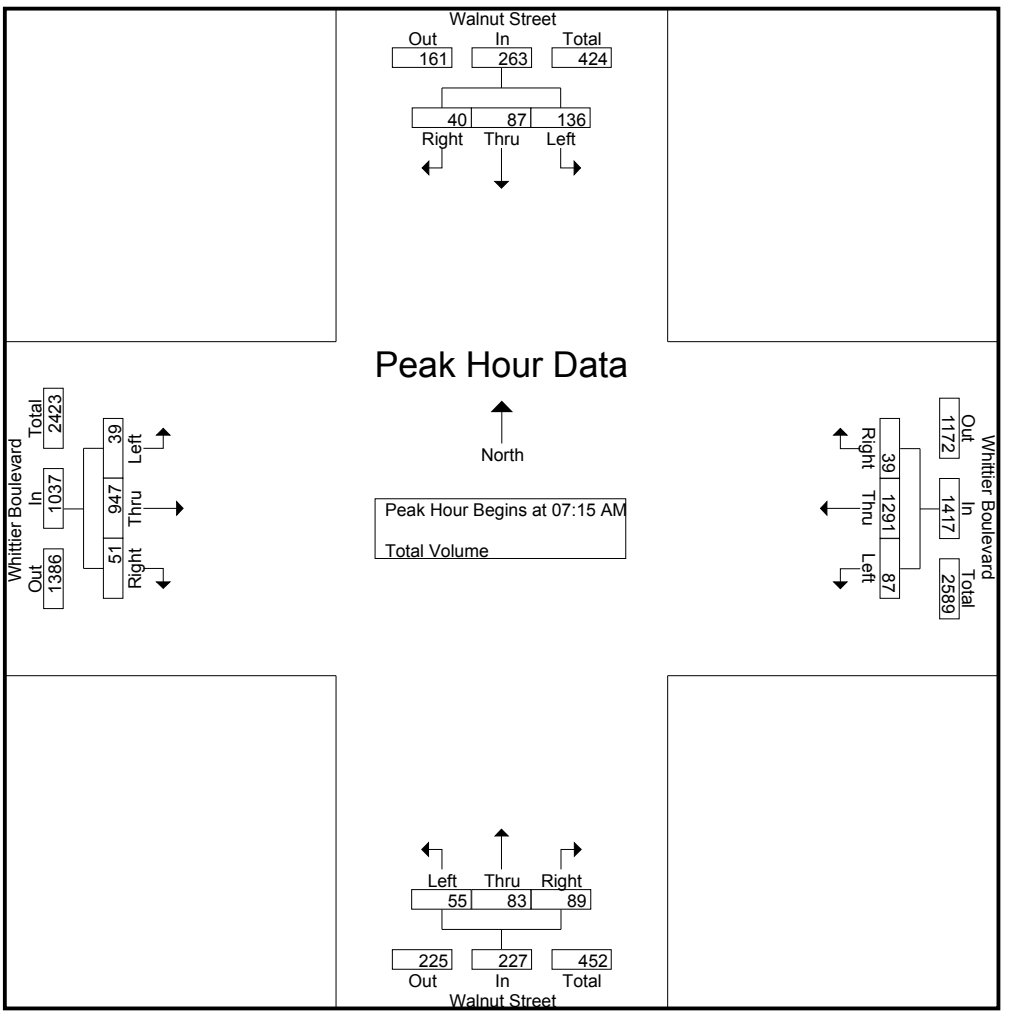
City of La Habra
N/S: Walnut Street
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAWAWHAM
Site Code : 11011063
Start Date : 1/13/2011
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**41**	12	8	61	17	349	6	372	9	8	13	30	5	**255**	10	270
+15 mins.	36	31	10	**77**	26	**351**	11	**388**	13	**31**	22	66	11	208	10	229
+30 mins.	31	**35**	10	76	**29**	288	**12**	329	**21**	27	**32**	**80**	**14**	255	**22**	**291**
+45 mins.	28	9	**12**	49	15	303	10	328	12	17	22	51	9	229	9	247
Total Volume	136	87	40	263	87	1291	39	1417	55	83	89	227	39	947	51	1037
% App. Total	51.7	33.1	15.2		6.1	91.1	2.8		24.2	36.6	39.2		3.8	91.3	4.9	
PHF	.829	.621	.833	.854	.750	.920	.813	.913	.655	.669	.695	.709	.696	.928	.580	.891

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City of La Habra
N/S: Walnut Street
E/W: Whittier Boulevard
Weather: Sunny

File Name : LHAWAWHPM
Site Code : 11011063
Start Date : 1/13/2011
Page No : 1

Groups Printed- Total Volume

	Walnut Street Southbound				Whittier Boulevard Westbound				Walnut Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	15	17	63	12	248	18	278	12	18	18	48	13	303	10	326	715
04:15 PM	31	13	15	59	17	276	24	317	13	19	19	51	12	312	12	336	763
04:30 PM	36	12	14	62	10	256	20	286	18	12	14	44	14	307	5	326	718
04:45 PM	30	13	9	52	14	248	21	283	18	11	9	38	24	272	14	310	683
Total	128	53	55	236	53	1028	83	1164	61	60	60	181	63	1194	41	1298	2879
05:00 PM	35	9	8	52	14	321	24	359	19	11	14	44	7	314	20	341	796
05:15 PM	35	17	8	60	14	280	18	312	19	18	14	51	14	318	10	342	765
05:30 PM	40	10	13	63	22	274	18	314	16	14	12	42	14	332	13	359	778
05:45 PM	37	15	16	68	15	256	14	285	18	15	8	41	12	364	11	387	781
Total	147	51	45	243	65	1131	74	1270	72	58	48	178	47	1328	54	1429	3120
Grand Total	275	104	100	479	118	2159	157	2434	133	118	108	359	110	2522	95	2727	5999
Apprch %	57.4	21.7	20.9		4.8	88.7	6.5		37	32.9	30.1		4	92.5	3.5		
Total %	4.6	1.7	1.7	8	2	36	2.6	40.6	2.2	2	1.8	6	1.8	42	1.6	45.5	

	Walnut Street Southbound				Whittier Boulevard Westbound				Walnut Street Northbound				Whittier Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	35	9	8	52	14	**321**	**24**	**359**	**19**	11	**14**	44	7	314	**20**	341	**796**
05:15 PM	35	**17**	8	60	14	280	18	312	19	**18**	14	**51**	**14**	318	10	342	765
05:30 PM	**40**	10	13	63	**22**	274	18	314	16	14	12	42	14	332	13	359	778
05:45 PM	37	15	**16**	**68**	15	256	14	285	18	15	8	41	12	**364**	11	**387**	781
Total Volume	147	51	45	243	65	1131	74	1270	72	58	48	178	47	1328	54	1429	3120
% App. Total	60.5	21	18.5		5.1	89.1	5.8		40.4	32.6	27		3.3	92.9	3.8		
PHF	.919	.750	.703	.893	.739	.881	.771	.884	.947	.806	.857	.873	.839	.912	.675	.923	.980

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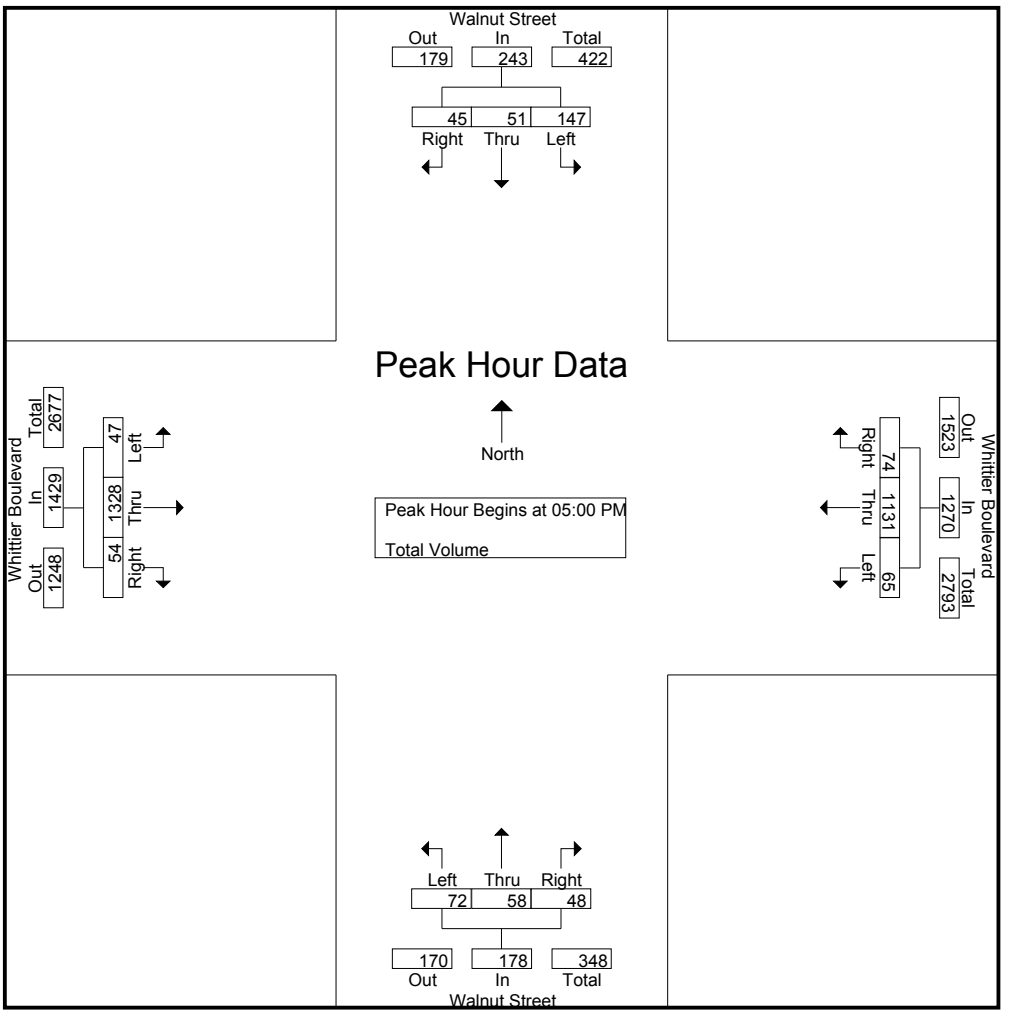
File Name : LHAWAWHPM
Site Code : 11011063
Start Date : 1/13/2011
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:00 PM				05:00 PM			
+0 mins.	35	9	8	52	14	**321**	**24**	**359**	12	18	18	48	7	314	**20**	341
+15 mins.	35	**17**	8	60	14	280	18	312	13	**19**	**19**	**51**	**14**	318	10	342
+30 mins.	**40**	10	13	63	**22**	274	18	314	**18**	12	14	44	14	332	13	359
+45 mins.	37	15	**16**	**68**	15	256	14	285	18	11	9	38	12	**364**	11	**387**
Total Volume	147	51	45	243	65	1131	74	1270	61	60	60	181	47	1328	54	1429
% App. Total	60.5	21	18.5		5.1	89.1	5.8		33.7	33.1	33.1		3.3	92.9	3.8	
PHF	.919	.750	.703	.893	.739	.881	.771	.884	.847	.789	.789	.887	.839	.912	.675	.923

General Plan Update
City of La Habra
Existing AM

Scenario Report

Scenario:	Existing AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

General Plan Update
City of La Habra
Existing AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whittier and Valley Home	A	xxxxx	0.589	A	xxxxx	0.589	+ 0.000 V/C
# 2 Whittier Blvd and Beach Blvd	C	xxxxx	0.762	C	xxxxx	0.762	+ 0.000 V/C
# 3 Whittier Blvd and Hacienda Blv	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000 V/C
# 4 Whittier Blvd and Idaho St	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000 V/C
# 5 Whittier Blvd and Monte Vista	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
# 6 Whittier Blvd and Walnut St	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000 V/C
# 7 Whittier Blvd and Euclid St	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000 V/C
# 8 Whittier Blvd and Cypress St	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 9 Whittier Blvd and Harbor Blvd	C	xxxxx	0.724	C	xxxxx	0.724	+ 0.000 V/C
# 10 Whittier Blvd and Palm St	A	xxxxx	0.402	A	xxxxx	0.402	+ 0.000 V/C
# 11 La Habra Blvd and Valley Home	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000 V/C
# 12 La Habra Blvd and Beach Blvd	B	xxxxx	0.679	B	xxxxx	0.679	+ 0.000 V/C
# 13 La Habra Blvd and Idaho St	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000 V/C
# 14 La Habra Blvd and Monte Vista	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000 V/C
# 15 La Habra Blvd and Walnut St	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000 V/C
# 16 La Habra Blvd and Euclid St	A	xxxxx	0.529	A	xxxxx	0.529	+ 0.000 V/C
# 17 La Habra Blvd and Cypress St	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
# 18 La Habra Blvd and Harbor Blvd	A	xxxxx	0.558	A	xxxxx	0.558	+ 0.000 V/C
# 19 La Habra Blvd and Palm St	A	xxxxx	0.501	A	xxxxx	0.501	+ 0.000 V/C
# 20 Lambert Road and Beach Blvd	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000 V/C
# 21 Lambert Road and Idaho St	C	xxxxx	0.727	C	xxxxx	0.727	+ 0.000 V/C
# 22 Lambert Road and Monte Vista S	F	137.6	0.535	F	137.6	0.535	+ 0.000 D/V
# 23 Lambert Road and Walnut St	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Lambert Road and Euclid St	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 25 Lambert Road and Cypress St	B	xxxxx	0.675	B	xxxxx	0.675	+ 0.000 V/C
# 26 Lambert Road and Harbor Blvd	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000 V/C
# 27 Lambert Road and Palm St	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C
# 28 Imperial Highway and Beach Blv	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
# 29 Imperial Highway and Idaho St	A	xxxxx	0.558	A	xxxxx	0.558	+ 0.000 V/C
# 30 Imperial Highway and Walnut St	E	42.8	0.580	E	42.8	0.580	+ 0.000 D/V
# 31 Imperial Highway and Euclid St	A	xxxxx	0.594	A	xxxxx	0.594	+ 0.000 V/C
# 32 Imperial Highway and Cypress S	A	xxxxx	0.412	A	xxxxx	0.412	+ 0.000 V/C
# 33 Imperial Highway and Harbor Bl	A	xxxxx	0.548	A	xxxxx	0.548	+ 0.000 V/C

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Whittier and Valley Home

Cycle (sec):	100	Critical Vol./Cap.(X):	0.589				
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	28	Level Of Service:	A				

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	83	26	66	81	43	33	21	712	75	52	1196	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	26	66	81	43	33	21	712	75	52	1196	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	26	66	81	43	33	21	712	75	52	1196	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	87	27	69	85	45	35	22	749	79	55	1259	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	27	69	85	45	35	22	749	79	55	1259	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	27	69	85	45	35	22	749	79	55	1259	25
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.24	1.00	0.52	0.27	0.21	1.00	1.81	0.19	1.00	1.96	0.04
Final Sat.:	1294	406	1700	877	466	357	1700	3076	324	1700	3333	67
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.04	0.05	0.10	0.10	0.01	0.24	0.24	0.03	0.38	0.38
Crit Moves:	****				****		****				****	

General Plan Update
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Whittier Blvd and Beach Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.762
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	1	0	0 2	0	0	1!	0 0	1	0	1	1 0	2	0	1	1 0
Volume Module:																
Base Vol:	395	3	481		5	10	2		6	744	288		837	1076	8	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	395	3	481		5	10	2		6	744	288		837	1076	8	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	395	3	481		5	10	2		6	744	288		837	1076	8	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	416	3	506		5	11	2		6	783	303		881	1133	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	416	3	506		5	11	2		6	783	303		881	1133	8	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	416	3	506		5	11	2		6	783	303		881	1133	8	
OvlAdjVol:			0													
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.98	0.02	2.00		0.29	0.59	0.12		1.00	1.44	0.56		2.00	1.99	0.01	
Final Sat.:	3374	26	3400		500	1000	200		1700	2451	949		3400	3375	25	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.12	0.15		0.01	0.01	0.01		0.00	0.32	0.32		0.26	0.34	0.34	
OvlAdjV/S:			0.00													
Crit Moves:		****					****			****			****			

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Whittier Blvd and Hacienda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	0 1	0	1	0	0 1	2	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	9	33	38		342	52	596		318	924	8		53	1290	207	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	9	33	38		342	52	596		318	924	8		53	1290	207	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	9	33	38		342	52	596		318	924	8		53	1290	207	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	9	35	40		360	55	627		335	973	8		56	1358	218	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	9	35	40		360	55	627		335	973	8		56	1358	218	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	9	35	40		360	55	627		335	973	8		56	1358	218	
OvlAdjVol:							460									
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.21	0.79	1.00		0.87	0.13	1.00		2.00	1.98	0.02		1.00	2.00	1.00	
Final Sat.:	364	1336	1700		1476	224	1700		3400	3371	29		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.03	0.02		0.21	0.24	0.37		0.10	0.29	0.29		0.03	0.40	0.13	
OvlAdjV/S:							0.27									
Crit Moves:	****						****		****					****		

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Whittier Blvd and Idaho St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	1	0	1 0	1	0	1 0
Volume Module:												
Base Vol:	229	9	78	24	32	19	12	1033	259	130	1338	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	9	78	24	32	19	12	1033	259	130	1338	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	9	78	24	32	19	12	1033	259	130	1338	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	241	9	82	25	34	20	13	1087	273	137	1408	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	9	82	25	34	20	13	1087	273	137	1408	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	9	82	25	34	20	13	1087	273	137	1408	15
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.10	0.90	1.00	0.63	0.37	1.00	1.60	0.40	1.00	1.98	0.02
Final Sat.:	1700	176	1524	1700	1067	633	1700	2718	682	1700	3365	35
Capacity Analysis Module:												
Vol/Sat:	0.14	0.05	0.05	0.01	0.03	0.03	0.01	0.40	0.40	0.08	0.42	0.42
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Whittier Blvd and Monte Vista St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 0	1	0	0 1!	0	0	1 0	1	0	1 0
Volume Module:												
Base Vol:	118	0	130	1	0	3	3	976	198	105	1260	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	0	130	1	0	3	3	976	198	105	1260	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	0	130	1	0	3	3	976	198	105	1260	1
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	124	0	137	1	0	0	3	1027	208	111	1326	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	0	137	1	0	0	3	1027	208	111	1326	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	0	137	1	0	0	3	1027	208	111	1326	1
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.66	0.34	1.00	1.99	0.01
Final Sat.:	1700	0	1700	1700	0	0	1700	2827	573	1700	3397	3
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.08	0.00	0.00	0.00	0.00	0.36	0.36	0.07	0.39	0.39
Crit Moves:			****		****			****			****	

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Whittier Blvd and Walnut St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	55	83	89	136	87	40	39	947	51	87	1291	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	83	89	136	87	40	39	947	51	87	1291	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	83	89	136	87	40	39	947	51	87	1291	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	58	87	94	143	92	42	41	997	54	92	1359	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	87	94	143	92	42	41	997	54	92	1359	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	87	94	143	92	42	41	997	54	92	1359	41
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.48	0.52	1.00	0.69	0.31	1.00	1.90	0.10	1.00	1.94	0.06
Final Sat.:	1700	820	880	1700	1165	535	1700	3226	174	1700	3300	100
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.08	0.08	0.08	0.02	0.31	0.31	0.05	0.41	0.41
Crit Moves:		****			****			****			****	

General Plan Update
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Whittier Blvd and Euclid St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 0 1	0	1	0 0 1	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	115	26	113	32	48	125	70	961	208	107	1295	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	26	113	32	48	125	70	961	208	107	1295	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	26	113	32	48	125	70	961	208	107	1295	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	121	27	119	34	51	132	74	1012	219	113	1363	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	27	119	34	51	132	74	1012	219	113	1363	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	27	119	34	51	132	74	1012	219	113	1363	17
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.18	1.00	0.40	0.60	1.00	1.00	1.64	0.36	1.00	1.98	0.02
Final Sat.:	1387	313	1700	680	1020	1700	1700	2795	605	1700	3359	41
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.07	0.02	0.05	0.08	0.04	0.36	0.36	0.07	0.41	0.41
Crit Moves:	****						****	****			****	

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Whittier Blvd and Cypress St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	65	16	39	83	55	94	51	904	54	75	1336	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	16	39	83	55	94	51	904	54	75	1336	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	16	39	83	55	94	51	904	54	75	1336	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	17	41	87	58	99	54	952	57	79	1406	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	17	41	87	58	99	54	952	57	79	1406	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	17	41	87	58	99	54	952	57	79	1406	44
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.80	0.20	1.00	0.60	0.40	1.00	1.00	1.89	0.11	1.00	1.94	0.06
Final Sat.:	1364	336	1700	1022	678	1700	1700	3208	192	1700	3296	104
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.02	0.05	0.09	0.06	0.03	0.30	0.30	0.05	0.43	0.43
Crit Moves:	****			****			****				****	

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Whittier Blvd and Harbor Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 0	1	0 2	0 1	2	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	328	415	86	117	1053	725	279	258	347	56	338	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	415	86	117	1053	725	279	258	347	56	338	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	415	86	117	1053	725	279	258	347	56	338	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	345	437	91	123	1108	763	294	272	365	59	356	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	437	91	123	1108	763	294	272	365	59	356	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	437	91	123	1108	763	294	272	365	59	356	65
OvlAdjVol:						616			193			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.66	0.34	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	3400	2816	584	1700	3400	1700	3400	1700	1700	1700	2873	527
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.16	0.07	0.33	0.45	0.09	0.16	0.21	0.03	0.12	0.12
OvlAdjV/S:						0.36			0.11			
Crit Moves:	****					****	****				****	

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Whittier Blvd and Palm St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0	1	0 1	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	130	90	17	16	112	63	64	112	155	27	157	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	90	17	16	112	63	64	112	155	27	157	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	90	17	16	112	63	64	112	155	27	157	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	137	95	18	17	118	66	67	118	163	28	165	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	95	18	17	118	66	67	118	163	28	165	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	95	18	17	118	66	67	118	163	28	165	14
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.55	0.38	0.07	0.08	0.59	0.33	1.00	1.00	1.00	0.15	0.85	1.00
Final Sat.:	932	646	122	142	997	561	1700	1700	1700	249	1451	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.01	0.12	0.12	0.04	0.07	0.10	0.02	0.11	0.01
Crit Moves:	****				****		****				****	

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 La Habra Blvd and Valley Home Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	6	0	5	70	2	118	83	660	4	1	944	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	5	70	2	118	83	660	4	1	944	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	5	70	2	118	83	660	4	1	944	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	0	5	74	2	124	87	695	4	1	994	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	5	74	2	124	87	695	4	1	994	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	5	74	2	124	87	695	4	1	994	68
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.55	0.00	0.45	0.37	0.01	0.62	1.00	1.99	0.01	1.00	1.87	0.13
Final Sat.:	927	0	773	626	18	1056	1700	3380	20	1700	3181	219
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.04	0.12	0.12	0.05	0.21	0.21	0.00	0.31	0.31
Crit Moves:	****				****		****				****	

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 La Habra Blvd and Beach Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	1	0 3	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	157	824	208	85	1100	121	113	482	108	275	675	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	824	208	85	1100	121	113	482	108	275	675	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	824	208	85	1100	121	113	482	108	275	675	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	165	867	219	89	1158	127	119	507	114	289	711	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	867	219	89	1158	127	119	507	114	289	711	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	867	219	89	1158	127	119	507	114	289	711	85
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.40	0.60	1.00	3.00	1.00	1.00	1.63	0.37	1.00	1.79	0.21
Final Sat.:	3400	4072	1028	1700	5100	1700	1700	2778	622	1700	3036	364
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.05	0.23	0.07	0.07	0.18	0.18	0.17	0.23	0.23
Crit Moves:	****				****			****			****	

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 La Habra Blvd and Idaho St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	51	259	133	58	249	115	130	542	69	175	836	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	259	133	58	249	115	130	542	69	175	836	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	259	133	58	249	115	130	542	69	175	836	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	273	140	61	262	121	137	571	73	184	880	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	273	140	61	262	121	137	571	73	184	880	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	273	140	61	262	121	137	571	73	184	880	44
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.37	0.63	1.00	1.77	0.23	1.00	1.90	0.10
Final Sat.:	1700	1700	1700	1700	2326	1074	1700	3016	384	1700	3237	163
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.08	0.04	0.11	0.11	0.08	0.19	0.19	0.11	0.27	0.27
Crit Moves:		****		****			****				****	

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 La Habra Blvd and Monte Vista St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	1	0	1	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	20	72	51	136	68	121	35	537	37	32	784	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	72	51	136	68	121	35	537	37	32	784	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	72	51	136	68	121	35	537	37	32	784	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	76	54	143	72	127	37	565	39	34	825	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	76	54	143	72	127	37	565	39	34	825	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	76	54	143	72	127	37	565	39	34	825	81
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	1.00	0.42	0.21	0.37	0.11	1.77	0.12	0.07	1.76	0.17
Final Sat.:	370	1330	1700	711	356	633	195	2998	207	122	2985	293
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.03	0.08	0.20	0.20	0.02	0.19	0.19	0.02	0.28	0.28
Crit Moves:	****			****			****				****	

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 La Habra Blvd and Walnut St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	44	135	25	106	135	74	56	654	42	25	808	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	135	25	106	135	74	56	654	42	25	808	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	135	25	106	135	74	56	654	42	25	808	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	46	142	26	112	142	78	59	688	44	26	851	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	142	26	112	142	78	59	688	44	26	851	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	142	26	112	142	78	59	688	44	26	851	89
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.66	0.12	0.34	0.43	0.23	1.00	1.88	0.12	1.00	1.81	0.19
Final Sat.:	367	1125	208	572	729	399	1700	3195	205	1700	3076	324
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.07	0.20	0.20	0.03	0.22	0.22	0.02	0.28	0.28
Crit Moves:	****				****		****				****	

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 La Habra Blvd and Euclid St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	100	231	88	64	382	45	60	546	127	85	759	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	231	88	64	382	45	60	546	127	85	759	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	231	88	64	382	45	60	546	127	85	759	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	105	243	93	67	402	47	63	575	134	89	799	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	243	93	67	402	47	63	575	134	89	799	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	243	93	67	402	47	63	575	134	89	799	44
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.79	0.21	1.00	1.62	0.38	1.00	1.90	0.10
Final Sat.:	1700	3400	1700	1700	3042	358	1700	2758	642	1700	3222	178
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.05	0.04	0.13	0.13	0.04	0.21	0.21	0.05	0.25	0.25
Crit Moves:	****				****		****				****	

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 La Habra Blvd and Cypress St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.463
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	1 0	0 1	0	1 1	0 1	0	1 1	0 1
Volume Module:												
Base Vol:	11	47	34	72	119	58	24	648	29	32	850	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	47	34	72	119	58	24	648	29	32	850	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	47	34	72	119	58	24	648	29	32	850	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	49	36	76	125	61	25	682	31	34	895	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	49	36	76	125	61	25	682	31	34	895	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	49	36	76	125	61	25	682	31	34	895	27
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.81	1.00	0.38	0.62	1.00	0.07	1.93	1.00	0.07	1.93	1.00
Final Sat.:	322	1378	1700	641	1059	1700	121	3279	1700	123	3277	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.02	0.04	0.12	0.04	0.01	0.21	0.02	0.02	0.27	0.02
Crit Moves:	****				****		****				****	

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 La Habra Blvd and Harbor Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	93	496	73	326	1056	150	150	540	83	103	595	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	496	73	326	1056	150	150	540	83	103	595	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	496	73	326	1056	150	150	540	83	103	595	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	522	77	343	1112	158	158	568	87	108	626	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	522	77	343	1112	158	158	568	87	108	626	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	522	77	343	1112	158	158	568	87	108	626	198
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.62	0.38	2.00	2.63	0.37	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	4446	654	3400	4466	634	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.10	0.25	0.25	0.05	0.17	0.05	0.03	0.18	0.12
Crit Moves:	****			****			****				****	

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 La Habra Blvd and Palm St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	84	178	101	132	374	44	73	663	339	87	649	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	178	101	132	374	44	73	663	339	87	649	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	178	101	132	374	44	73	663	339	87	649	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	187	106	139	394	46	77	698	357	92	683	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	187	106	139	394	46	77	698	357	92	683	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	187	106	139	394	46	77	698	357	92	683	63
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	3042	358	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.06	0.08	0.13	0.13	0.05	0.21	0.21	0.05	0.20	0.04
Crit Moves:		****		****				****		****		

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Lambert Road and Beach Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	2	1 0	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	142	607	187		164	1103	244		212	868	150		404	1009	151	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	142	607	187		164	1103	244		212	868	150		404	1009	151	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	142	607	187		164	1103	244		212	868	150		404	1009	151	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	149	639	197		173	1161	257		223	914	158		425	1062	159	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	149	639	197		173	1161	257		223	914	158		425	1062	159	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	149	639	197		173	1161	257		223	914	158		425	1062	159	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	2.46	0.54		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3400	5100	1700		3400	4176	924		3400	3400	1700		3400	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.13	0.12		0.05	0.28	0.28		0.07	0.27	0.09		0.13	0.31	0.09	
Crit Moves:	****				****					****			****			

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Lambert Road and Idaho St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	146	342	146		94	446	151		122	1277	111		173	1221	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	146	342	146		94	446	151		122	1277	111		173	1221	60	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	146	342	146		94	446	151		122	1277	111		173	1221	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	154	360	154		99	469	159		128	1344	117		182	1285	63	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	154	360	154		99	469	159		128	1344	117		182	1285	63	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	154	360	154		99	469	159		128	1344	117		182	1285	63	
OvlAdjVol:			63				95									
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1700	3400	1700		1700	3400	1700		3400	3400	1700		3400	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.11	0.09		0.06	0.14	0.09		0.04	0.40	0.07		0.05	0.38	0.04	
OvlAdjV/S:			0.04				0.06									
Crit Moves:	****					****					****			****		

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Lambert Road and Monte Vista St

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: F[137.6]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 1	0	1	0	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	6	0	17	9	0	103	48	1468	5		6	1362	45			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	6	0	17	9	0	103	48	1468	5		6	1362	45			
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0			
Initial Fut:	6	0	17	9	0	103	48	1468	5		6	1362	45			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95			
PHF Volume:	6	0	18	9	0	108	51	1545	5		6	1434	47			
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0			
FinalVolume:	6	0	18	9	0	108	51	1545	5		6	1434	47			
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	2376	3140	773	2320	3098	717	1481	xxxx	xxxxx		1551	xxxx	xxxxx			
Potent Cap.:	19	11	346	21	12	377	460	xxxx	xxxxx		433	xxxx	xxxxx			
Move Cap.:	12	10	346	18	10	377	460	xxxx	xxxxx		433	xxxx	xxxxx			
Volume/Cap:	0.52	0.00	0.05	0.53	0.00	0.29	0.11	xxxx	xxxx		0.01	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	1.2	0.4	xxxx	xxxxx		0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	16.0	xxxxx	xxxx	18.4	13.8	xxxx	xxxxx		13.4	xxxx	xxxxx			
LOS by Move:	*	*	C	*	*	C	B	*	*		B	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		LT -	LTR -	RT			
Shared Cap.:	12	xxxx	xxxxx	18	xxxx	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx			
SharedQueue:	1.2	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shrd ConDel:	482.4	xxxx	xxxxx	348.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shared LOS:	F	*	*	F	*	*	*	*	*		*	*	*			
ApproachDel:	137.6			44.9			xxxxx				xxxxx					
ApproachLOS:	F			E			*				*					

Note: Queue reported is the number of cars per lane.

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Lambert Road and Walnut St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	1! 0	0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	36	74	62	63	125	41	38	1247	37		37	1177	33			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	36	74	62	63	125	41	38	1247	37		37	1177	33			
Added Vol:	0	0	0	0	0	0	0	0	0		0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0		0	0	0			
Initial Fut:	36	74	62	63	125	41	38	1247	37		37	1177	33			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95			
PHF Volume:	38	78	65	66	132	43	40	1313	39		39	1239	35			
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0			
Reduced Vol:	38	78	65	66	132	43	40	1313	39		39	1239	35			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
FinalVolume:	38	78	65	66	132	43	40	1313	39		39	1239	35			
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700		1700	1700	1700			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	0.21	0.43	0.36	0.27	0.55	0.18	1.00	1.94	0.06		1.00	1.95	0.05			
Final Sat.:	356	731	613	468	928	304	1700	3302	98		1700	3307	93			
Capacity Analysis Module:																
Vol/Sat:	0.02	0.11	0.11	0.04	0.14	0.14	0.02	0.40	0.40		0.02	0.37	0.37			
Crit Moves:	****				****			****			****					

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Lambert Road and Euclid St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	55	269	94	63	479	73	84	1163	144	117	1068	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	269	94	63	479	73	84	1163	144	117	1068	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	269	94	63	479	73	84	1163	144	117	1068	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	58	283	99	66	504	77	88	1224	152	123	1124	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	283	99	66	504	77	88	1224	152	123	1124	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	283	99	66	504	77	88	1224	152	123	1124	54
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.48	0.52	1.00	1.74	0.26	1.00	1.78	0.22	1.00	2.00	1.00
Final Sat.:	1700	2520	880	1700	2950	450	1700	3025	375	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.04	0.17	0.17	0.05	0.40	0.40	0.07	0.33	0.03
Crit Moves:	****			****			****			****		

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Lambert Road and Cypress St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0 1!	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	12	34	60	47	83	47	42	1372	31	85	1284	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	34	60	47	83	47	42	1372	31	85	1284	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	34	60	47	83	47	42	1372	31	85	1284	26
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	36	0	49	87	49	44	1444	33	89	1352	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	36	0	49	87	49	44	1444	33	89	1352	27
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	36	0	49	87	49	44	1444	33	89	1352	27
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.74	1.00	0.26	0.47	0.27	1.00	1.96	0.04	1.00	1.96	0.04
Final Sat.:	443	1257	1700	451	797	451	1700	3325	75	1700	3333	67
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.11	0.11	0.11	0.03	0.43	0.43	0.05	0.41	0.41
Crit Moves:	****			****			****			****		

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Lambert Road and Harbor Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1 0	1	0	2	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	81	399	103		233	844	244		133	1216	98		79	1045	220	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	81	399	103		233	844	244		133	1216	98		79	1045	220	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	81	399	103		233	844	244		133	1216	98		79	1045	220	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	85	420	108		245	888	257		140	1280	103		83	1100	232	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	85	420	108		245	888	257		140	1280	103		83	1100	232	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	85	420	108		245	888	257		140	1280	103		83	1100	232	
OvlAdjVol:															0	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.38	0.62		1.00	2.33	0.67		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	4054	1046		1700	3956	1144		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.10	0.10		0.14	0.22	0.22		0.08	0.38	0.06		0.05	0.32	0.14	
OvlAdjV/S:															0.00	
Crit Moves:	****				****				****				****			

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lambert Road and Palm St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	34	168	28		89	233	334		220	1142	83		74	907	55	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	34	168	28		89	233	334		220	1142	83		74	907	55	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	34	168	28		89	233	334		220	1142	83		74	907	55	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	36	177	29		94	245	352		232	1202	87		78	955	58	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	177	29		94	245	352		232	1202	87		78	955	58	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	36	177	29		94	245	352		232	1202	87		78	955	58	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.71	0.29		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	2914	486		1700	1700	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.06	0.06		0.06	0.14	0.21		0.14	0.35	0.05		0.05	0.28	0.03	
Crit Moves:	****						****		****					****		

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Imperial Highway and Beach Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 2	2	0 3	0 1	2	0 2	1 0	2	0 3	0 1
Volume Module:												
Base Vol:	220	750	254	153	1230	245	107	714	193	321	965	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	750	254	153	1230	245	107	714	193	321	965	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	750	254	153	1230	245	107	714	193	321	965	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	232	789	267	161	1295	258	113	752	203	338	1016	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	789	267	161	1295	258	113	752	203	338	1016	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	789	267	161	1295	258	113	752	203	338	1016	122
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	2.36	0.64	2.00	3.00	1.00
Final Sat.:	3400	5100	3400	3400	5100	1700	3400	4015	1085	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.08	0.05	0.25	0.15	0.03	0.19	0.19	0.10	0.20	0.07
OvlAdjV/S:			0.00									
Crit Moves:	****			****			****			****		

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Imperial Highway and Idaho St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 2	1 0
Volume Module:												
Base Vol:	188	380	143	146	499	143	75	850	130	103	1236	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	380	143	146	499	143	75	850	130	103	1236	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	380	143	146	499	143	75	850	130	103	1236	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	198	400	151	154	525	151	79	895	137	108	1301	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	400	151	154	525	151	79	895	137	108	1301	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	400	151	154	525	151	79	895	137	108	1301	86
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.81	0.19
Final Sat.:	3400	3400	1700	3400	3400	1700	3400	5100	1700	3400	4783	317
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.09	0.05	0.15	0.09	0.02	0.18	0.08	0.03	0.27	0.27
Crit Moves:	****				****		****				****	

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Imperial Highway and Walnut St

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: E[42.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	1	0	0 0 1	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	31	0	96	68	1065	0	0	1285	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	31	0	96	68	1065	0	0	1285	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	31	0	96	68	1065	0	0	1285	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	33	0	101	72	1121	0	0	1353	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	33	0	101	72	1121	0	0	1353	42
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1891	xxxx	472	1395	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	63	xxxx	544	497	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	56	xxxx	544	497	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.58	xxxx	0.19	0.14	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.3	xxxx	0.7	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	134.6	xxxx	13.1	13.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			42.8			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Imperial Highway and Euclid St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.594
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	0 1	2	0	1 1 0	2	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	154	405	134	110	720	33	52	844	172	172	1091	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	405	134	110	720	33	52	844	172	172	1091	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	405	134	110	720	33	52	844	172	172	1091	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	162	426	141	116	758	35	55	888	181	181	1148	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	426	141	116	758	35	55	888	181	181	1148	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	426	141	116	758	35	55	888	181	181	1148	63
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.91	0.09	2.00	2.49	0.51	2.00	2.84	0.16
Final Sat.:	3400	3400	1700	3400	3251	149	3400	4237	863	3400	4834	266
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.08	0.03	0.23	0.23	0.02	0.21	0.21	0.05	0.24	0.24
Crit Moves:	****				****			****			****	

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #32 Imperial Highway and Cypress St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.412
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	1	0	2	0
Volume Module:												
Base Vol:	0	0	0	105	0	85	39	1030	0	0	1251	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	105	0	85	39	1030	0	0	1251	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	105	0	85	39	1030	0	0	1251	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	111	0	89	41	1084	0	0	1317	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	111	0	89	41	1084	0	0	1317	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	111	0	89	41	1084	0	0	1317	77
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.83	0.17
Final Sat.:	0	0	0	1700	0	1700	1700	5100	0	0	4819	281
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.05	0.02	0.21	0.00	0.00	0.27	0.27
Crit Moves:				****			****				****	

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #33 Imperial Highway and Harbor Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.548
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0
Volume Module:												
Base Vol:	185	406	214	102	749	128	102	830	252	202	967	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	406	214	102	749	128	102	830	252	202	967	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	406	214	102	749	128	102	830	252	202	967	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	195	427	225	107	788	135	107	874	265	213	1018	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	427	225	107	788	135	107	874	265	213	1018	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	427	225	107	788	135	107	874	265	213	1018	96
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.30	0.70	2.00	3.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	3400	3912	1188	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.13	0.03	0.15	0.08	0.03	0.22	0.22	0.06	0.20	0.06
Crit Moves:	****				****			****			****	

General Plan Update
City of La Habra
Existing AM

Scenario Report

Scenario:	Existing AM
Command:	Existing AM
Volume:	Existing AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

General Plan Update
City of La Habra
Existing AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whittier and Valley Home	A	9.6	0.496	A	9.6	0.496	+ 0.000 D/V
# 2 Whittier Blvd and Beach Blvd	C	21.7	0.727	C	21.7	0.727	+ 0.000 D/V
# 3 Whittier Blvd and Hacienda Blv	C	27.5	0.819	C	27.5	0.819	+ 0.000 D/V
# 4 Whittier Blvd and Idaho St	B	17.0	0.678	B	17.0	0.678	+ 0.000 D/V
# 5 Whittier Blvd and Monte Vista	A	9.9	0.523	A	9.9	0.523	+ 0.000 D/V
# 6 Whittier Blvd and Walnut St	B	11.8	0.569	B	11.8	0.569	+ 0.000 D/V
# 7 Whittier Blvd and Euclid St	B	15.9	0.572	B	15.9	0.572	+ 0.000 D/V
# 8 Whittier Blvd and Cypress St	A	8.7	0.533	A	8.7	0.533	+ 0.000 D/V
# 9 Whittier Blvd and Harbor Blvd	C	26.9	0.727	C	26.9	0.727	+ 0.000 D/V
# 10 Whittier Blvd and Palm St	B	17.1	0.300	B	17.1	0.300	+ 0.000 D/V
# 11 La Habra Blvd and Valley Home	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000 V/C
# 12 La Habra Blvd and Beach Blvd	C	30.1	0.640	C	30.1	0.640	+ 0.000 D/V
# 13 La Habra Blvd and Idaho St	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000 V/C
# 14 La Habra Blvd and Monte Vista	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000 V/C
# 15 La Habra Blvd and Walnut St	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000 V/C
# 16 La Habra Blvd and Euclid St	A	xxxxx	0.529	A	xxxxx	0.529	+ 0.000 V/C
# 17 La Habra Blvd and Cypress St	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
# 18 La Habra Blvd and Harbor Blvd	A	xxxxx	0.558	A	xxxxx	0.558	+ 0.000 V/C
# 19 La Habra Blvd and Palm St	A	xxxxx	0.501	A	xxxxx	0.501	+ 0.000 V/C
# 20 Lambert Road and Beach Blvd	C	31.0	0.735	C	31.0	0.735	+ 0.000 D/V
# 21 Lambert Road and Idaho St	C	xxxxx	0.727	C	xxxxx	0.727	+ 0.000 V/C
# 22 Lambert Road and Monte Vista S	F	137.6	0.535	F	137.6	0.535	+ 0.000 D/V
# 23 Lambert Road and Walnut St	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Lambert Road and Euclid St	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 25 Lambert Road and Cypress St	B	xxxxx	0.675	B	xxxxx	0.675	+ 0.000 V/C
# 26 Lambert Road and Harbor Blvd	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000 V/C
# 27 Lambert Road and Palm St	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C
# 28 Imperial Highway and Beach Blv	C	27.5	0.634	C	27.5	0.634	+ 0.000 D/V
# 29 Imperial Highway and Idaho St	C	23.9	0.520	C	23.9	0.520	+ 0.000 D/V
# 30 Imperial Highway and Walnut St	E	42.8	0.580	E	42.8	0.580	+ 0.000 D/V
# 31 Imperial Highway and Euclid St	C	25.7	0.559	C	25.7	0.559	+ 0.000 D/V
# 32 Imperial Highway and Cypress S	A	6.7	0.374	A	6.7	0.374	+ 0.000 D/V
# 33 Imperial Highway and Harbor Bl	C	25.6	0.522	C	25.6	0.522	+ 0.000 D/V

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Intersection #1 Whittier and Valley Home

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 5 Average Delay (sec/veh): 9.6
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	83	26	66	81	43	33	21	712	75	52	1196	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	26	66	81	43	33	21	712	75	52	1196	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	26	66	81	43	33	21	712	75	52	1196	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	87	27	69	85	45	35	22	749	79	55	1259	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	27	69	85	45	35	22	749	79	55	1259	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	27	69	85	45	35	22	749	79	55	1259	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.85	0.76	0.76	0.76	0.17	0.94	0.94	0.31	0.95	0.95
Lanes:	0.76	0.24	1.00	0.52	0.27	0.21	1.00	1.81	0.19	1.00	1.96	0.04
Final Sat.:	975	305	1615	746	396	304	329	3220	339	580	3528	71
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.04	0.11	0.11	0.11	0.07	0.23	0.23	0.09	0.36	0.36
Crit Moves:					****						****	
Green/Cycle:	0.23	0.23	0.23	0.23	0.23	0.23	0.72	0.72	0.72	0.72	0.72	0.72
Volume/Cap:	0.39	0.39	0.19	0.50	0.50	0.50	0.09	0.32	0.32	0.13	0.50	0.50
Delay/Veh:	33.4	33.4	31.2	34.6	34.6	34.6	4.4	5.2	5.2	4.5	6.3	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	33.4	31.2	34.6	34.6	34.6	4.4	5.2	5.2	4.5	6.3	6.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	3	3	2	5	5	5	0	5	5	1	9	9

Note: Queue reported is the number of cars per lane.

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Intersection #2 Whittier Blvd and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 5 Average Delay (sec/veh): 21.7
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	0	0	1!	0	0	1	0	1	0	2	0	1	1	0
Volume Module:																			
Base Vol:	395	3	481	5	10	2	6	744	288	837	1076	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	395	3	481	5	10	2	6	744	288	837	1076	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	395	3	481	5	10	2	6	744	288	837	1076	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	416	3	506	5	11	2	6	783	303	881	1133	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	3	506	5	11	2	6	783	303	881	1133	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	416	3	506	5	11	2	6	783	303	881	1133	8
Saturation Flow Module:																			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.75	0.97	0.97	0.97	0.95	0.91	0.91	0.92	0.95	0.95
Lanes:	1.98	0.02	2.00	0.29	0.59	0.12	1.00	1.44	0.56	2.00	1.99	0.01
Final Sat.:	3594	27	2842	542	1084	217	1805	2493	965	3502	3580	27
Capacity Analysis Module:																			
Vol/Sat:	0.12	0.12	0.18	0.01	0.01	0.01	0.00	0.31	0.31	0.25	0.32	0.32
Crit Moves:		****			****			****			****								
Green/Cycle:	0.16	0.16	0.50	0.01	0.01	0.01	0.01	0.43	0.43	0.35	0.77	0.77
Volume/Cap:	0.73	0.73	0.35	0.73	0.73	0.73	0.41	0.73	0.73	0.73	0.41	0.41
Delay/Veh:	44.6	44.6	15.1	120.6	121	120.6	66.3	25.4	25.4	30.8	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	44.6	15.1	120.6	121	120.6	66.3	25.4	25.4	30.8	4.0	4.0
LOS by Move:	D	D	B	F	F	F	E	C	C	C	A	A
HCM2kAvgQ:	6	6	5	2	2	2	0	15	15	12	6	6

Note: Queue reported is the number of cars per lane.

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Intersection #3 Whittier Blvd and Hacienda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 5 Average Delay (sec/veh): 27.5
Optimal Cycle: 59 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	1	0	1	2	0	1	1	0	1	0	2	0	1
Volume Module:																			
Base Vol:	9	33	38	342	52	596	318	924	8	53	1290	207
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	33	38	342	52	596	318	924	8	53	1290	207
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	33	38	342	52	596	318	924	8	53	1290	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	9	35	40	360	55	627	335	973	8	56	1358	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	35	40	360	55	627	335	973	8	56	1358	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	35	40	360	55	627	335	973	8	56	1358	218
Saturation Flow Module:																			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.85	0.71	0.71	0.85	0.92	0.95	0.95	0.95	0.85
Lanes:	0.21	0.79	1.00	0.87	0.13	1.00	2.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	378	1385	1615	1174	179	1615	3502	3575	31	1805	3610	1615
Capacity Analysis Module:																			
Vol/Sat:	0.03	0.03	0.02	0.31	0.31	0.39	0.10	0.27	0.27	0.03	0.38	0.13
Crit Moves:					****			****				****							
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.49	0.12	0.52	0.52	0.06	0.46	0.46
Volume/Cap:	0.07	0.07	0.07	0.82	0.82	0.79	0.82	0.53	0.53	0.53	0.82	0.29
Delay/Veh:	20.1	20.1	20.1	38.4	38.4	26.6	55.5	16.3	16.3	50.5	26.8	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	20.1	20.1	38.4	38.4	26.6	55.5	16.3	16.3	50.5	26.8	17.1
LOS by Move:	C	C	C	D	D	C	E	B	B	D	C	B
HCM2kAvgQ:	1	1	1	14	14	18	5	10	10	2	19	4

Note: Queue reported is the number of cars per lane.

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Intersection #4 Whittier Blvd and Idaho St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	5	Average Delay (sec/veh):	17.0
Optimal Cycle:	36	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1 1	0	1	0 1 0
Volume Module:												
Base Vol:	229	9	78	24	32	19	12	1033	259	130	1338	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	9	78	24	32	19	12	1033	259	130	1338	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	9	78	24	32	19	12	1033	259	130	1338	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	241	9	82	25	34	20	13	1087	273	137	1408	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	9	82	25	34	20	13	1087	273	137	1408	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	9	82	25	34	20	13	1087	273	137	1408	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.87	0.87	0.64	0.94	0.94	0.95	0.92	0.92	0.95	0.95	0.95
Lanes:	1.00	0.10	0.90	1.00	0.63	0.37	1.00	1.60	0.40	1.00	1.98	0.02
Final Sat.:	1343	170	1473	1207	1125	668	1805	2800	702	1805	3569	37
Capacity Analysis Module:												
Vol/Sat:	0.18	0.06	0.06	0.02	0.03	0.03	0.01	0.39	0.39	0.08	0.39	0.39
Crit Moves:	****							****		****		
Green/Cycle:	0.26	0.26	0.26	0.26	0.26	0.26	0.01	0.57	0.57	0.11	0.67	0.67
Volume/Cap:	0.68	0.21	0.21	0.08	0.11	0.11	0.59	0.68	0.68	0.68	0.59	0.59
Delay/Veh:	38.1	28.9	28.9	27.7	28.0	28.0	84.7	15.8	15.8	51.6	9.2	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	28.9	28.9	27.7	28.0	28.0	84.7	15.8	15.8	51.6	9.2	9.2
LOS by Move:	D	C	C	C	C	C	F	B	B	D	A	A
HCM2kAvgQ:	7	2	2	1	1	1	0	15	15	4	12	12

Note: Queue reported is the number of cars per lane.

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Intersection #5 Whittier Blvd and Monte Vista St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	5	Average Delay (sec/veh):	9.9
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	0	1! 0 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	118	0	130	1	0	3	3	976	198	105	1260	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	0	130	1	0	3	3	976	198	105	1260	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	0	130	1	0	3	3	976	198	105	1260	1
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	124	0	137	1	0	0	3	1027	208	111	1326	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	0	137	1	0	0	3	1027	208	111	1326	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	0	137	1	0	0	3	1027	208	111	1326	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.17	0.93	0.93	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.66	0.34	1.00	1.99	0.01
Final Sat.:	1805	0	1615	1900	0	0	321	2926	594	1805	3607	3
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.08	0.00	0.00	0.00	0.01	0.35	0.35	0.06	0.37	0.37
Crit Moves:			****		****			****		****		
Green/Cycle:	0.16	0.00	0.28	0.00	0.00	0.00	0.67	0.67	0.67	0.12	0.79	0.79
Volume/Cap:	0.43	0.00	0.30	xxxx	0.00	0.00	0.01	0.52	0.52	0.52	0.47	0.47
Delay/Veh:	38.7	0.0	28.8	0.0	0.0	0.0	5.5	8.6	8.6	43.9	3.7	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	0.0	28.8	0.0	0.0	0.0	5.5	8.6	8.6	43.9	3.7	3.7
LOS by Move:	D	A	C	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	3	0	3	0	0	0	0	10	10	3	7	7

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Whittier Blvd and Walnut St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.569
Loss Time (sec):	5	Average Delay (sec/veh):	11.8
Optimal Cycle:	28	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1 1	0	1	0 1 0
Volume Module:												
Base Vol:	55	83	89	136	87	40	39	947	51	87	1291	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	83	89	136	87	40	39	947	51	87	1291	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	83	89	136	87	40	39	947	51	87	1291	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	58	87	94	143	92	42	41	997	54	92	1359	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	87	94	143	92	42	41	997	54	92	1359	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	87	94	143	92	42	41	997	54	92	1359	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.92	0.92	0.50	0.95	0.95	0.14	0.94	0.94	0.23	0.95	0.95
Lanes:	1.00	0.48	0.52	1.00	0.69	0.31	1.00	1.90	0.10	1.00	1.94	0.06
Final Sat.:	1104	845	906	948	1240	570	262	3398	183	431	3490	105
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.15	0.07	0.07	0.16	0.29	0.29	0.21	0.39	0.39
Crit Moves:				****							****	
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.68	0.68	0.68	0.68	0.68	0.68
Volume/Cap:	0.20	0.39	0.39	0.57	0.28	0.28	0.23	0.43	0.43	0.31	0.57	0.57
Delay/Veh:	28.8	30.6	30.6	34.8	29.4	29.4	6.6	7.2	7.2	6.9	8.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	30.6	30.6	34.8	29.4	29.4	6.6	7.2	7.2	6.9	8.5	8.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	4	4	5	3	3	0	7	7	1	11	11

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Whittier Blvd and Euclid St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	5	Average Delay (sec/veh):	15.9
Optimal Cycle:	28	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 0 1	0	1	0 0 1	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	115	26	113	32	48	125	70	961	208	107	1295	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	26	113	32	48	125	70	961	208	107	1295	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	26	113	32	48	125	70	961	208	107	1295	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	121	27	119	34	51	132	74	1012	219	113	1363	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	27	119	34	51	132	74	1012	219	113	1363	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	27	119	34	51	132	74	1012	219	113	1363	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.65	0.85	0.85	0.86	0.86	0.85	0.95	0.92	0.92	0.95	0.95
Lanes:	0.82	0.18	1.00	0.40	0.60	1.00	1.00	1.64	0.36	1.00	1.98	0.02
Final Sat.:	1012	229	1615	654	982	1615	1805	2888	625	1805	3559	44
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.07	0.05	0.05	0.08	0.04	0.35	0.35	0.06	0.38	0.38
Crit Moves:		****					****				****	
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.07	0.63	0.63	0.11	0.67	0.67
Volume/Cap:	0.57	0.57	0.35	0.25	0.25	0.39	0.57	0.56	0.56	0.56	0.57	0.57
Delay/Veh:	38.6	38.6	34.4	33.4	33.4	34.8	51.0	10.9	10.9	45.5	9.2	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	38.6	34.4	33.4	33.4	34.8	51.0	10.9	10.9	45.5	9.2	9.2
LOS by Move:	D	D	C	C	C	C	D	B	B	D	A	A
HCM2kAvgQ:	4	4	3	2	2	4	2	11	11	3	12	12

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Whittier Blvd and Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 5 Average Delay (sec/veh): 8.7
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1	1	0	1	0
Volume Module:												
Base Vol:	65	16	39	83	55	94	51	904	54	75	1336	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	16	39	83	55	94	51	904	54	75	1336	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	16	39	83	55	94	51	904	54	75	1336	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	68	17	41	87	58	99	54	952	57	79	1406	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	17	41	87	58	99	54	952	57	79	1406	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	17	41	87	58	99	54	952	57	79	1406	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	0.61	0.85	0.75	0.75	0.85	0.15	0.94	0.94	0.26	0.95	0.95
Lanes:	0.80	0.20	1.00	0.60	0.40	1.00	1.00	1.89	0.11	1.00	1.94	0.06
Final Sat.:	929	229	1615	851	564	1615	276	3379	202	486	3486	110
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.03	0.10	0.10	0.06	0.19	0.28	0.28	0.16	0.40	0.40
Crit Moves:					****						****	
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.76	0.76	0.76	0.76	0.76	0.76
Volume/Cap:	0.38	0.38	0.13	0.53	0.53	0.32	0.26	0.37	0.37	0.21	0.53	0.53
Delay/Veh:	36.3	36.3	33.6	38.3	38.3	35.3	4.3	4.2	4.2	3.8	5.1	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	36.3	33.6	38.3	38.3	35.3	4.3	4.2	4.2	3.8	5.1	5.1
LOS by Move:	D	D	C	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	2	1	5	5	3	1	5	5	1	9	9

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Whittier Blvd and Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 5 Average Delay (sec/veh): 26.9
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	328	415	86	117	1053	725	279	258	347	56	338	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	415	86	117	1053	725	279	258	347	56	338	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	415	86	117	1053	725	279	258	347	56	338	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	345	437	91	123	1108	763	294	272	365	59	356	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	437	91	123	1108	763	294	272	365	59	356	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	437	91	123	1108	763	294	272	365	59	356	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.92	1.00	0.85	0.95	0.93	0.93
Lanes:	2.00	1.66	0.34	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	3502	2913	604	1805	3610	1615	3502	1900	1615	1805	2980	547
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.07	0.31	0.47	0.08	0.14	0.23	0.03	0.12	0.12
Crit Moves:	****					****	****				****	
Green/Cycle:	0.14	0.46	0.46	0.21	0.53	0.65	0.12	0.23	0.36	0.05	0.16	0.16
Volume/Cap:	0.73	0.33	0.33	0.33	0.57	0.73	0.73	0.63	0.62	0.63	0.73	0.73
Delay/Veh:	47.0	17.2	17.2	34.0	16.0	14.2	49.2	37.7	28.3	59.2	44.3	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	17.2	17.2	34.0	16.0	14.2	49.2	37.7	28.3	59.2	44.3	44.3
LOS by Move:	D	B	B	C	B	B	D	D	C	E	D	D
HCM2kAvgQ:	5	5	5	3	12	17	5	7	9	2	7	7

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Whittier Blvd and Palm St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.300
Loss Time (sec): 5 Average Delay (sec/veh): 17.1
Optimal Cycle: 18 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	130	90	17		16	112	63		64	112	155		27	157	13	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	130	90	17		16	112	63		64	112	155		27	157	13	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	130	90	17		16	112	63		64	112	155		27	157	13	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	137	95	18		17	118	66		67	118	163		28	165	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	137	95	18		17	118	66		67	118	163		28	165	14	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	137	95	18		17	118	66		67	118	163		28	165	14	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.74	0.74	0.74		0.93	0.93	0.93		0.54	1.00	0.85		0.95	0.95	0.85	
Lanes:	0.55	0.38	0.07		0.08	0.59	0.33		1.00	1.00	1.00		0.15	0.85	1.00	
Final Sat.:	771	534	101		147	1032	581		1018	1900	1615		265	1542	1615	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.18	0.18		0.11	0.11	0.11		0.07	0.06	0.10		0.11	0.11	0.01	
Crit Moves:		****												****		
Green/Cycle:	0.59	0.59	0.59		0.59	0.59	0.59		0.36	0.36	0.36		0.36	0.36	0.36	
Volume/Cap:	0.30	0.30	0.30		0.19	0.19	0.19		0.18	0.17	0.28		0.30	0.30	0.02	
Delay/Veh:	10.3	10.3	10.3		9.5	9.5	9.5		22.3	22.1	23.2		23.4	23.4	20.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.3	10.3	10.3		9.5	9.5	9.5		22.3	22.1	23.2		23.4	23.4	20.8	
LOS by Move:	B	B	B		A	A	A		C	C	C		C	C	C	
HCM2kAvgQ:	4	4	4		3	3	3		1	2	3		4	4	0	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 La Habra Blvd and Valley Home Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Prot+Permit				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	6	0	5		70	2	118		83	660	4		1	944	65	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	0	5		70	2	118		83	660	4		1	944	65	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	0	5		70	2	118		83	660	4		1	944	65	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	6	0	5		74	2	124		87	695	4		1	994	68	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	0	5		74	2	124		87	695	4		1	994	68	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	6	0	5		74	2	124		87	695	4		1	994	68	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.55	0.00	0.45		0.37	0.01	0.62		1.00	1.99	0.01		1.00	1.87	0.13	
Final Sat.:	927	0	773		626	18	1056		1700	3380	20		1700	3181	219	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01		0.04	0.12	0.12		0.05	0.21	0.21		0.00	0.31	0.31	
Crit Moves:	****					****			****					****		

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General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 La Habra Blvd and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 5 Average Delay (sec/veh): 30.1
Optimal Cycle: 33 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	1	0 3	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	157	824	208	85	1100	121	113	482	108	275	675	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	824	208	85	1100	121	113	482	108	275	675	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	824	208	85	1100	121	113	482	108	275	675	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	165	867	219	89	1158	127	119	507	114	289	711	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	867	219	89	1158	127	119	507	114	289	711	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	867	219	89	1158	127	119	507	114	289	711	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.95	0.91	0.85	0.95	0.92	0.92	0.95	0.93	0.93
Lanes:	2.00	2.40	0.60	1.00	3.00	1.00	1.00	1.63	0.37	1.00	1.79	0.21
Final Sat.:	3502	4017	1014	1805	5187	1615	1805	2870	643	1805	3172	381
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.05	0.22	0.08	0.07	0.18	0.18	0.16	0.22	0.22
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.34	0.34	0.08	0.35	0.35	0.12	0.28	0.28	0.25	0.41	0.41
Volume/Cap:	0.64	0.63	0.63	0.63	0.64	0.23	0.55	0.64	0.64	0.64	0.55	0.55
Delay/Veh:	50.3	28.2	28.2	53.2	28.1	23.2	44.5	33.2	33.2	36.5	23.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	28.2	28.2	53.2	28.1	23.2	44.5	33.2	33.2	36.5	23.1	23.1
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	10	10	3	10	3	3	9	9	8	9	9

Note: Queue reported is the number of cars per lane.

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General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 La Habra Blvd and Idaho St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	51	259	133	58	249	115	130	542	69	175	836	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	259	133	58	249	115	130	542	69	175	836	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	259	133	58	249	115	130	542	69	175	836	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	273	140	61	262	121	137	571	73	184	880	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	273	140	61	262	121	137	571	73	184	880	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	273	140	61	262	121	137	571	73	184	880	44
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.37	0.63	1.00	1.77	0.23	1.00	1.90	0.10
Final Sat.:	1700	1700	1700	1700	2326	1074	1700	3016	384	1700	3237	163
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.08	0.04	0.11	0.11	0.08	0.19	0.19	0.11	0.27	0.27
Crit Moves:		****		****			****				****	

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General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 La Habra Blvd and Monte Vista St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	0 1!	0 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	20	72	51	136	68	121	35	537	37	32	784	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	72	51	136	68	121	35	537	37	32	784	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	72	51	136	68	121	35	537	37	32	784	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	21	76	54	143	72	127	37	565	39	34	825	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	76	54	143	72	127	37	565	39	34	825	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	76	54	143	72	127	37	565	39	34	825	81
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	1.00	0.42	0.21	0.37	0.11	1.77	0.12	0.07	1.76	0.17
Final Sat.:	370	1330	1700	711	356	633	195	2998	207	122	2985	293
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.03	0.08	0.20	0.20	0.02	0.19	0.19	0.02	0.28	0.28
Crit Moves:	****			****			****				****	

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 La Habra Blvd and Walnut St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0 0	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	44	135	25	106	135	74	56	654	42	25	808	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	135	25	106	135	74	56	654	42	25	808	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	135	25	106	135	74	56	654	42	25	808	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	46	142	26	112	142	78	59	688	44	26	851	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	142	26	112	142	78	59	688	44	26	851	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	142	26	112	142	78	59	688	44	26	851	89
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.66	0.12	0.34	0.43	0.23	1.00	1.88	0.12	1.00	1.81	0.19
Final Sat.:	367	1125	208	572	729	399	1700	3195	205	1700	3076	324
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.07	0.20	0.20	0.03	0.22	0.22	0.02	0.28	0.28
Crit Moves:	****				****		****				****	

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 La Habra Blvd and Euclid St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	100	231	88	64	382	45	60	546	127	85	759	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	231	88	64	382	45	60	546	127	85	759	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	231	88	64	382	45	60	546	127	85	759	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	105	243	93	67	402	47	63	575	134	89	799	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	243	93	67	402	47	63	575	134	89	799	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	243	93	67	402	47	63	575	134	89	799	44
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.79	0.21	1.00	1.62	0.38	1.00	1.90	0.10
Final Sat.:	1700	3400	1700	1700	3042	358	1700	2758	642	1700	3222	178
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.05	0.04	0.13	0.13	0.04	0.21	0.21	0.05	0.25	0.25
Crit Moves:	****				****		****				****	

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 La Habra Blvd and Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.463
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	1 0	0 1	0	1 1	0 1	0	1 1	0 1
Volume Module:												
Base Vol:	11	47	34	72	119	58	24	648	29	32	850	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	47	34	72	119	58	24	648	29	32	850	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	47	34	72	119	58	24	648	29	32	850	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	12	49	36	76	125	61	25	682	31	34	895	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	49	36	76	125	61	25	682	31	34	895	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	49	36	76	125	61	25	682	31	34	895	27
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.81	1.00	0.38	0.62	1.00	0.07	1.93	1.00	0.07	1.93	1.00
Final Sat.:	322	1378	1700	641	1059	1700	121	3279	1700	123	3277	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.02	0.04	0.12	0.04	0.01	0.21	0.02	0.02	0.27	0.02
Crit Moves:	****				****		****				****	

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 La Habra Blvd and Harbor Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.558
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	93	496	73	326	1056	150	150	540	83	103	595	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	496	73	326	1056	150	150	540	83	103	595	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	496	73	326	1056	150	150	540	83	103	595	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	98	522	77	343	1112	158	158	568	87	108	626	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	522	77	343	1112	158	158	568	87	108	626	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	522	77	343	1112	158	158	568	87	108	626	198
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.62	0.38	2.00	2.63	0.37	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	4446	654	3400	4466	634	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.10	0.25	0.25	0.05	0.17	0.05	0.03	0.18	0.12
Crit Moves:	****				****		****				****	

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 La Habra Blvd and Palm St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	84	178	101	132	374	44	73	663	339	87	649	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	178	101	132	374	44	73	663	339	87	649	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	178	101	132	374	44	73	663	339	87	649	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	187	106	139	394	46	77	698	357	92	683	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	187	106	139	394	46	77	698	357	92	683	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	187	106	139	394	46	77	698	357	92	683	63
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	3042	358	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.06	0.08	0.13	0.13	0.05	0.21	0.21	0.05	0.20	0.04
Crit Moves:		****		****				****		****		

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Lambert Road and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 5 Average Delay (sec/veh): 31.0
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	2	1 0	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	142	607	187		164	1103	244		212	868	150		404	1009	151	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	142	607	187		164	1103	244		212	868	150		404	1009	151	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	142	607	187		164	1103	244		212	868	150		404	1009	151	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	149	639	197		173	1161	257		223	914	158		425	1062	159	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	149	639	197		173	1161	257		223	914	158		425	1062	159	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	149	639	197		173	1161	257		223	914	158		425	1062	159	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.85		0.92	0.89	0.89		0.92	0.95	0.85		0.92	0.95	0.85	
Lanes:	2.00	3.00	1.00		2.00	2.46	0.54		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	5187	1615		3502	4133	914		3502	3610	1615		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.12	0.12		0.05	0.28	0.28		0.06	0.25	0.10		0.12	0.29	0.10	
Crit Moves:	****					****				****				****		
Green/Cycle:	0.06	0.31	0.31		0.13	0.38	0.38		0.09	0.34	0.34		0.17	0.42	0.42	
Volume/Cap:	0.73	0.39	0.39		0.39	0.73	0.73		0.70	0.73	0.28		0.73	0.70	0.23	
Delay/Veh:	59.4	27.0	27.2		40.8	28.0	28.0		51.1	31.1	24.1		44.5	25.4	18.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	59.4	27.0	27.2		40.8	28.0	28.0		51.1	31.1	24.1		44.5	25.4	18.9	
LOS by Move:	E		C	C		D	C	C		D	C	C		D	C	B
HCM2kAvgQ:	3		5	5		2	14	14		5	14	4		6	14	3

Note: Queue reported is the number of cars per lane.

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General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Lambert Road and Idaho St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.727
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	146	342	146		94	446	151		122	1277	111		173	1221	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	146	342	146		94	446	151		122	1277	111		173	1221	60	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	146	342	146		94	446	151		122	1277	111		173	1221	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	154	360	154		99	469	159		128	1344	117		182	1285	63	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	154	360	154		99	469	159		128	1344	117		182	1285	63	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	154	360	154		99	469	159		128	1344	117		182	1285	63	
OvlAdjVol:			63				95									
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1700	3400	1700		1700	3400	1700		3400	3400	1700		3400	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.11	0.09		0.06	0.14	0.09		0.04	0.40	0.07		0.05	0.38	0.04	
OvlAdjV/S:			0.04				0.06									
Crit Moves:	****					****					****			****		

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General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Lambert Road and Monte Vista St

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: F[137.6]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 1	0	0 1	0 1	0	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	6	0	17	9	0	103	48	1468	5	6	1362	45
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	6	0	17	9	0	103	48	1468	5	6	1362	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	17	9	0	103	48	1468	5	6	1362	45
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	0.95 0.95		0.95	0.95 0.95		0.95	0.95 0.95		0.95	0.95 0.95		0.95
PHF Volume:	6	0	18	9	0	108	51	1545	5	6	1434	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	18	9	0	108	51	1545	5	6	1434	47
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2376	3140	773	2320	3098	717	1481	xxxx	xxxxx	1551	xxxx	xxxxx
Potent Cap.:	19	11	346	21	12	377	460	xxxx	xxxxx	433	xxxx	xxxxx
Move Cap.:	12	10	346	18	10	377	460	xxxx	xxxxx	433	xxxx	xxxxx
Volume/Cap:	0.52	0.00	0.05	0.53	0.00	0.29	0.11	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	1.2	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	16.0	xxxxx	xxxx	18.4	13.8	xxxx	xxxxx	13.4	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	C	B	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	12	xxxx	xxxxx	18	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	1.2	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	482.4	xxxx	xxxxx	348.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	F	*	*	*	*	*	*	*	*
ApproachDel:	137.6			44.9			xxxxx			xxxxx		
ApproachLOS:	F			E			*			*		

Note: Queue reported is the number of cars per lane.

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Lambert Road and Walnut St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	36	74	62	63	125	41	38	1247	37	37	1177	33
Growth Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Initial Bse:	36	74	62	63	125	41	38	1247	37	37	1177	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	74	62	63	125	41	38	1247	37	37	1177	33
User Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
PHF Adj:	0.95 0.95		0.95	0.95 0.95		0.95	0.95 0.95		0.95	0.95 0.95		0.95
PHF Volume:	38	78	65	66	132	43	40	1313	39	39	1239	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	78	65	66	132	43	40	1313	39	39	1239	35
PCE Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
MLF Adj:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
FinalVolume:	38	78	65	66	132	43	40	1313	39	39	1239	35
Saturation Flow Module:												
Sat/Lane:	1700 1700		1700	1700 1700		1700	1700 1700		1700	1700 1700		1700
Adjustment:	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00	1.00 1.00		1.00
Lanes:	0.21	0.43	0.36	0.27	0.55	0.18	1.00	1.94	0.06	1.00	1.95	0.05
Final Sat.:	356	731	613	468	928	304	1700	3302	98	1700	3307	93
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.04	0.14	0.14	0.02	0.40	0.40	0.02	0.37	0.37
Crit Moves:	****				****			****		****		

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Lambert Road and Euclid St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	55	269	94	63	479	73	84	1163	144	117	1068	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	269	94	63	479	73	84	1163	144	117	1068	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	269	94	63	479	73	84	1163	144	117	1068	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	58	283	99	66	504	77	88	1224	152	123	1124	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	283	99	66	504	77	88	1224	152	123	1124	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	283	99	66	504	77	88	1224	152	123	1124	54
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.48	0.52	1.00	1.74	0.26	1.00	1.78	0.22	1.00	2.00	1.00
Final Sat.:	1700	2520	880	1700	2950	450	1700	3025	375	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.04	0.17	0.17	0.05	0.40	0.40	0.07	0.33	0.03
Crit Moves:	****			****			****			****		

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Lambert Road and Cypress St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	12	34	60	47	83	47	42	1372	31	85	1284	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	34	60	47	83	47	42	1372	31	85	1284	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	34	60	47	83	47	42	1372	31	85	1284	26
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	13	36	0	49	87	49	44	1444	33	89	1352	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	36	0	49	87	49	44	1444	33	89	1352	27
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	36	0	49	87	49	44	1444	33	89	1352	27
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.74	1.00	0.26	0.47	0.27	1.00	1.96	0.04	1.00	1.96	0.04
Final Sat.:	443	1257	1700	451	797	451	1700	3325	75	1700	3333	67
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.11	0.11	0.11	0.03	0.43	0.43	0.05	0.41	0.41
Crit Moves:	****			****				****		****		

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Lambert Road and Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.750
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1 0	1	0	2	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	81	399	103		233	844	244		133	1216	98		79	1045	220	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	81	399	103		233	844	244		133	1216	98		79	1045	220	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	81	399	103		233	844	244		133	1216	98		79	1045	220	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	85	420	108		245	888	257		140	1280	103		83	1100	232	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	85	420	108		245	888	257		140	1280	103		83	1100	232	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	85	420	108		245	888	257		140	1280	103		83	1100	232	
OvlAdjVol:															0	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.38	0.62		1.00	2.33	0.67		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	4054	1046		1700	3956	1144		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.10	0.10		0.14	0.22	0.22		0.08	0.38	0.06		0.05	0.32	0.14	
OvlAdjV/S:															0.00	
Crit Moves:	****				****				****				****			

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lambert Road and Palm St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	34	168	28		89	233	334		220	1142	83		74	907	55	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	34	168	28		89	233	334		220	1142	83		74	907	55	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	34	168	28		89	233	334		220	1142	83		74	907	55	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	36	177	29		94	245	352		232	1202	87		78	955	58	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	177	29		94	245	352		232	1202	87		78	955	58	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	36	177	29		94	245	352		232	1202	87		78	955	58	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.71	0.29		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	2914	486		1700	1700	1700		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.06	0.06		0.06	0.14	0.21		0.14	0.35	0.05		0.05	0.28	0.03	
Crit Moves:	****						****		****					****		

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Imperial Highway and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 5 Average Delay (sec/veh): 27.5
Optimal Cycle: 33 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 2	2	0 3	0 1	2	0 2	1 0	2	0 3	0 1
Volume Module:												
Base Vol:	220	750	254	153	1230	245	107	714	193	321	965	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	750	254	153	1230	245	107	714	193	321	965	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	750	254	153	1230	245	107	714	193	321	965	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	232	789	267	161	1295	258	113	752	203	338	1016	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	789	267	161	1295	258	113	752	203	338	1016	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	789	267	161	1295	258	113	752	203	338	1016	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.88	0.88	0.92	0.91	0.85
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	2.36	0.64	2.00	3.00	1.00
Final Sat.:	3502	5187	2842	3502	5187	1615	3502	3953	1068	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.09	0.05	0.25	0.16	0.03	0.19	0.19	0.10	0.20	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.38	0.53	0.12	0.39	0.39	0.06	0.30	0.30	0.15	0.39	0.39
Volume/Cap:	0.63	0.40	0.18	0.40	0.63	0.41	0.50	0.63	0.63	0.63	0.50	0.19
Delay/Veh:	46.6	22.6	12.0	41.6	25.2	22.3	47.1	31.2	31.2	42.3	23.5	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	22.6	12.0	41.6	25.2	22.3	47.1	31.2	31.2	42.3	23.5	20.4
LOS by Move:	D	C	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	7	2	2	11	5	2	10	10	5	8	2

Note: Queue reported is the number of cars per lane.

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General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Imperial Highway and Idaho St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 5 Average Delay (sec/veh): 23.9
Optimal Cycle: 26 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 2	1 0
Volume Module:												
Base Vol:	188	380	143	146	499	143	75	850	130	103	1236	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	380	143	146	499	143	75	850	130	103	1236	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	380	143	146	499	143	75	850	130	103	1236	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	198	400	151	154	525	151	79	895	137	108	1301	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	400	151	154	525	151	79	895	137	108	1301	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	400	151	154	525	151	79	895	137	108	1301	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.91	0.85	0.92	0.90	0.90
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.81	0.19
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4821	320
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.09	0.04	0.15	0.09	0.02	0.17	0.08	0.03	0.27	0.27
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.28	0.28	0.11	0.28	0.28	0.04	0.48	0.48	0.09	0.52	0.52
Volume/Cap:	0.52	0.40	0.34	0.40	0.52	0.33	0.52	0.36	0.18	0.36	0.52	0.52
Delay/Veh:	43.4	29.6	29.2	42.1	30.9	29.1	50.0	16.7	15.1	43.9	16.1	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	29.6	29.2	42.1	30.9	29.1	50.0	16.7	15.1	43.9	16.1	16.1
LOS by Move:	D	C	C	D	C	C	D	B	B	D	B	B
HCM2kAvgQ:	4	5	4	2	7	3	1	6	2	2	10	10

Note: Queue reported is the number of cars per lane.

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General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Imperial Highway and Walnut St

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: E[42.8]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	1	0	0 0 1	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	31	0	96	68	1065	0	0	1285	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	31	0	96	68	1065	0	0	1285	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	31	0	96	68	1065	0	0	1285	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	33	0	101	72	1121	0	0	1353	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	33	0	101	72	1121	0	0	1353	42
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1891	xxxx	472	1395	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	63	xxxx	544	497	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	56	xxxx	544	497	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.58	xxxx	0.19	0.14	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.3	xxxx	0.7	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	134.6	xxxx	13.1	13.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			42.8			xxxxx			xxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Imperial Highway and Euclid St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 5 Average Delay (sec/veh): 25.7
Optimal Cycle: 28 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	0 1	2	0 1	1 0	2	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	154	405	134	110	720	33	52	844	172	172	1091	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	405	134	110	720	33	52	844	172	172	1091	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	405	134	110	720	33	52	844	172	172	1091	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	162	426	141	116	758	35	55	888	181	181	1148	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	426	141	116	758	35	55	888	181	181	1148	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	426	141	116	758	35	55	888	181	181	1148	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.94	0.94	0.92	0.89	0.89	0.92	0.90	0.90
Lanes:	2.00	2.00	1.00	2.00	1.91	0.09	2.00	2.49	0.51	2.00	2.84	0.16
Final Sat.:	3502	3610	1615	3502	3428	157	3502	4201	856	3502	4877	268
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.09	0.03	0.22	0.22	0.02	0.21	0.21	0.05	0.24	0.24
Crit Moves:	****				****			****			****	
Green/Cycle:	0.08	0.37	0.37	0.10	0.40	0.40	0.03	0.38	0.38	0.09	0.44	0.44
Volume/Cap:	0.56	0.32	0.23	0.32	0.56	0.56	0.53	0.56	0.56	0.56	0.53	0.53
Delay/Veh:	46.5	22.3	21.7	41.9	23.9	23.9	53.2	24.9	24.9	45.6	20.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	22.3	21.7	41.9	23.9	23.9	53.2	24.9	24.9	45.6	20.6	20.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	3	5	3	2	9	9	1	9	9	3	10	10

Note: Queue reported is the number of cars per lane.

General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Imperial Highway and Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 5 Average Delay (sec/veh): 6.7
Optimal Cycle: 20 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	3	0	2	1
Volume Module:												
Base Vol:	0	0	0	105	0	85	39	1030	0	0	1251	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	105	0	85	39	1030	0	0	1251	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	105	0	85	39	1030	0	0	1251	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	111	0	89	41	1084	0	0	1317	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	111	0	89	41	1084	0	0	1317	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	111	0	89	41	1084	0	0	1317	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.91	1.00	1.00	0.90	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.83	0.17
Final Sat.:	0	0	0	1805	0	1615	1805	5187	0	0	4862	284
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.02	0.21	0.00	0.00	0.27	0.27
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.16	0.00	0.16	0.80	0.79	0.00	0.00	0.73	0.73
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.34	0.13	0.27	0.00	0.00	0.37	0.37
Delay/Veh:	0.0	0.0	0.0	38.0	0.0	37.8	2.8	2.9	0.0	0.0	5.2	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	38.0	0.0	37.8	2.8	2.9	0.0	0.0	5.2	5.2
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	2	0	3	0	0	6	6

Note: Queue reported is the number of cars per lane.

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General Plan Update
City of La Habra
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Imperial Highway and Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 5 Average Delay (sec/veh): 25.6
Optimal Cycle: 26 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0
Volume Module:												
Base Vol:	185	406	214	102	749	128	102	830	252	202	967	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	406	214	102	749	128	102	830	252	202	967	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	406	214	102	749	128	102	830	252	202	967	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	195	427	225	107	788	135	107	874	265	213	1018	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	427	225	107	788	135	107	874	265	213	1018	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	195	427	225	107	788	135	107	874	265	213	1018	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.88	0.88	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.30	0.70	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	3840	1166	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.14	0.03	0.15	0.08	0.03	0.23	0.23	0.06	0.20	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.33	0.33	0.07	0.29	0.29	0.07	0.44	0.44	0.12	0.48	0.48
Volume/Cap:	0.52	0.25	0.43	0.43	0.52	0.29	0.41	0.52	0.52	0.52	0.41	0.12
Delay/Veh:	43.6	24.8	27.0	45.6	30.0	27.7	45.2	20.8	20.8	42.8	17.1	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	24.8	27.0	45.6	30.0	27.7	45.2	20.8	20.8	42.8	17.1	14.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	B	B
HCM2kAvgQ:	4	4	6	2	7	3	2	9	9	4	7	2

Note: Queue reported is the number of cars per lane.

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to KOA CORPORATION, TUSTIN

General Plan Update
City of La Habra
Existing PM

Scenario Report

Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

General Plan Update
City of La Habra
Existing PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whittier and Valley Home	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000 V/C
# 2 Whittier Blvd and Beach Blvd	D	xxxxx	0.883	D	xxxxx	0.883	+ 0.000 V/C
# 3 Whittier Blvd and Hacienda Blv	C	xxxxx	0.784	C	xxxxx	0.784	+ 0.000 V/C
# 4 Whittier Blvd and Idaho St	E	xxxxx	0.922	E	xxxxx	0.922	+ 0.000 V/C
# 5 Whittier Blvd and Monte Vista	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
# 6 Whittier Blvd and Walnut St	B	xxxxx	0.675	B	xxxxx	0.675	+ 0.000 V/C
# 7 Whittier Blvd and Euclid St	D	xxxxx	0.810	D	xxxxx	0.810	+ 0.000 V/C
# 8 Whittier Blvd and Cypress St	B	xxxxx	0.699	B	xxxxx	0.699	+ 0.000 V/C
# 9 Whittier Blvd and Harbor Blvd	D	xxxxx	0.898	D	xxxxx	0.898	+ 0.000 V/C
# 10 Whittier Blvd and Palm St	A	xxxxx	0.465	A	xxxxx	0.465	+ 0.000 V/C
# 11 La Habra Blvd and Valley Home	A	xxxxx	0.508	A	xxxxx	0.508	+ 0.000 V/C
# 12 La Habra Blvd and Beach Blvd	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000 V/C
# 13 La Habra Blvd and Idaho St	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000 V/C
# 14 La Habra Blvd and Monte Vista	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000 V/C
# 15 La Habra Blvd and Walnut St	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
# 16 La Habra Blvd and Euclid St	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
# 17 La Habra Blvd and Cypress St	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000 V/C
# 18 La Habra Blvd and Harbor Blvd	C	xxxxx	0.700	C	xxxxx	0.700	+ 0.000 V/C
# 19 La Habra Blvd and Palm St	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C
# 20 Lambert Road and Beach Blvd	D	xxxxx	0.818	D	xxxxx	0.818	+ 0.000 V/C
# 21 Lambert Road and Idaho St	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000 V/C
# 22 Lambert Road and Monte Vista S	F	86.4	0.452	F	86.4	0.452	+ 0.000 D/V
# 23 Lambert Road and Walnut St	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C

General Plan Update
City of La Habra
Existing PM

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Lambert Road and Euclid St	C	xxxxx	0.784	C	xxxxx	0.784	+ 0.000 V/C
# 25 Lambert Road and Cypress St	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000 V/C
# 26 Lambert Road and Harbor Blvd	E	xxxxx	0.911	E	xxxxx	0.911	+ 0.000 V/C
# 27 Lambert Road and Palm St	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000 V/C
# 28 Imperial Highway and Beach Blv	D	xxxxx	0.801	D	xxxxx	0.801	+ 0.000 V/C
# 29 Imperial Highway and Idaho St	B	xxxxx	0.643	B	xxxxx	0.643	+ 0.000 V/C
# 30 Imperial Highway and Walnut St	F	90.4	1.156	F	90.4	1.156	+ 0.000 D/V
# 31 Imperial Highway and Euclid St	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000 V/C
# 32 Imperial Highway and Cypress S	A	xxxxx	0.467	A	xxxxx	0.467	+ 0.000 V/C
# 33 Imperial Highway and Harbor Bl	A	xxxxx	0.589	A	xxxxx	0.589	+ 0.000 V/C

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Whittier and Valley Home

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	51	53	78	87	38	20	46	1230	59	55	967	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	53	78	87	38	20	46	1230	59	55	967	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	53	78	87	38	20	46	1230	59	55	967	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	56	82	92	40	21	48	1295	62	58	1018	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	56	82	92	40	21	48	1295	62	58	1018	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	56	82	92	40	21	48	1295	62	58	1018	80
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.49	0.51	1.00	0.60	0.26	0.14	1.00	1.91	0.09	1.00	1.85	0.15
Final Sat.:	834	866	1700	1020	446	234	1700	3244	156	1700	3152	248
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.05	0.05	0.09	0.09	0.03	0.40	0.40	0.03	0.32	0.32
Crit Moves:	****				****			****			****	

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Whittier Blvd and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.883
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	1	0	0 2	0	0	1!	0 0	1	0	1	1 0	2	0	1	1 0
Volume Module:																
Base Vol:	457	28	920		28	37	3		17	1155	342		572	891	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	457	28	920		28	37	3		17	1155	342		572	891	29	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	457	28	920		28	37	3		17	1155	342		572	891	29	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	481	29	968		29	39	3		18	1216	360		602	938	31	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	481	29	968		29	39	3		18	1216	360		602	938	31	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	481	29	968		29	39	3		18	1216	360		602	938	31	
OvlAdjVol:			366													
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.88	0.12	2.00		0.41	0.55	0.04		1.00	1.54	0.46		2.00	1.94	0.06	
Final Sat.:	3204	196	3400		700	925	75		1700	2623	777		3400	3293	107	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.28		0.04	0.04	0.04		0.01	0.46	0.46		0.18	0.28	0.28	
OvlAdjV/S:			0.11													
Crit Moves:	****				****				****				****			

General Plan Update
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Whittier Blvd and Hacienda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	0 1	0	1	0	0 1	2	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	32	73	86		276	32	472		634	1406	19		100	976	440	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	32	73	86		276	32	472		634	1406	19		100	976	440	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	32	73	86		276	32	472		634	1406	19		100	976	440	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	34	77	91		291	34	497		667	1480	20		105	1027	463	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	77	91		291	34	497		667	1480	20		105	1027	463	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	34	77	91		291	34	497		667	1480	20		105	1027	463	
OvlAdjVol:							163									
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.30	0.70	1.00		0.90	0.10	1.00		2.00	1.97	0.03		1.00	2.00	1.00	
Final Sat.:	518	1182	1700		1523	177	1700		3400	3355	45		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.07	0.05		0.17	0.19	0.29		0.20	0.44	0.44		0.06	0.30	0.27	
OvlAdjV/S:							0.10									
Crit Moves:	****				****				****					****		

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Whittier Blvd and Idaho St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.922
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	303	32	165		101	70	21		25	1439	258		166	1253	22	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	303	32	165		101	70	21		25	1439	258		166	1253	22	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	303	32	165		101	70	21		25	1439	258		166	1253	22	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	319	34	174		106	74	22		26	1515	272		175	1319	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	319	34	174		106	74	22		26	1515	272		175	1319	23	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	319	34	174		106	74	22		26	1515	272		175	1319	23	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.16	0.84		1.00	0.77	0.23		1.00	1.70	0.30		1.00	1.97	0.03	
Final Sat.:	1700	276	1424		1700	1308	392		1700	2883	517		1700	3341	59	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.12	0.12		0.06	0.06	0.06		0.02	0.53	0.53		0.10	0.39	0.39	
Crit Moves:	****				****					****			****			

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Whittier Blvd and Monte Vista St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Permitted				Permitted				Protected			
Rights:	Ovl				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1	0	0	0	1	1	0	1	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	66	0	72		0	0	3		1	1491	58		62	1344	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	66	0	72		0	0	3		1	1491	58		62	1344	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	66	0	72		0	0	3		1	1491	58		62	1344	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.00		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	69	0	76		0	0	0		1	1569	61		65	1415	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	69	0	76		0	0	0		1	1569	61		65	1415	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	69	0	76		0	0	0		1	1569	61		65	1415	0	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	1.00		1.00	1.93	0.07		1.00	2.00	0.00	
Final Sat.:	1700	0	1700		0	0	1700		1700	3273	127		1700	3400	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.04		0.00	0.00	0.00		0.00	0.48	0.48		0.04	0.42	0.00	
Crit Moves:	****										****		****			

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Whittier Blvd and Walnut St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	1	0	1 1	0	1	0 1
Volume Module:												
Base Vol:	72	58	48	147	51	45	47	1328	54	65	1131	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	58	48	147	51	45	47	1328	54	65	1131	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	58	48	147	51	45	47	1328	54	65	1131	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	76	61	51	155	54	47	49	1398	57	68	1191	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	61	51	155	54	47	49	1398	57	68	1191	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	61	51	155	54	47	49	1398	57	68	1191	78
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.55	0.45	1.00	0.53	0.47	1.00	1.92	0.08	1.00	1.88	0.12
Final Sat.:	1700	930	770	1700	903	797	1700	3267	133	1700	3191	209
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.09	0.06	0.06	0.03	0.43	0.43	0.04	0.37	0.37
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Whittier Blvd and Euclid St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 0	1	0	0 1	1	0	1 1	0	1	0 1
Volume Module:												
Base Vol:	241	58	248	42	36	73	65	1412	144	109	1160	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	58	248	42	36	73	65	1412	144	109	1160	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	58	248	42	36	73	65	1412	144	109	1160	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	254	61	261	44	38	77	68	1486	152	115	1221	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	61	261	44	38	77	68	1486	152	115	1221	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	61	261	44	38	77	68	1486	152	115	1221	42
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.19	1.00	0.54	0.46	1.00	1.00	1.81	0.19	1.00	1.93	0.07
Final Sat.:	1370	330	1700	915	785	1700	1700	3085	315	1700	3287	113
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.15	0.03	0.05	0.05	0.04	0.48	0.48	0.07	0.37	0.37
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Whittier Blvd and Cypress St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	0 1	0	1	0	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	101		66	113	81		42	39	69	1478		49	36	1065		84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101		66	113	81		42	39	69	1478		49	36	1065		84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101		66	113	81		42	39	69	1478		49	36	1065		84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	106		69	119	85		44	41	73	1556		52	38	1121		88
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Reduced Vol:	106		69	119	85		44	41	73	1556		52	38	1121		88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106		69	119	85		44	41	73	1556		52	38	1121		88
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.40	1.00	0.66	0.34	1.00	1.00	1.94	0.06	1.00	1.85	0.15				
Final Sat.:	1028		672	1700	1120		580	1700	1700	3291		109	1700	3151		249
Capacity Analysis Module:																
Vol/Sat:	0.06	0.10	0.07	0.05	0.08	0.02	0.04	0.47	0.47	0.02	0.36	0.36				
Crit Moves:		****			****				****		****					

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Whittier Blvd and Harbor Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1 0	1	0	2	0 1	2	0	1	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	413	1118		37	109	616		382	763	284		328	56	313		289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	413	1118		37	109	616		382	763	284		328	56	313		289
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	413	1118		37	109	616		382	763	284		328	56	313		289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	435	1177		39	115	648		402	803	299		345	59	329		304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	1177		39	115	648		402	803	299		345	59	329		304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	435	1177		39	115	648		402	803	299		345	59	329		304
OvlAdjVol:								1				128				
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.04	0.96				
Final Sat.:	3400	3291		109	1700	3400	1700	3400	1700	1700	1700	1768	1632			
Capacity Analysis Module:																
Vol/Sat:	0.13	0.36	0.36	0.07	0.19	0.24	0.24	0.18	0.20	0.03	0.19	0.19				
OvlAdjV/S:						0.00			0.08							
Crit Moves:		****			****			****				****				

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Whittier Blvd and Palm St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.465
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0	1	0 1	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	296	89	37	8	45	24	27	186	115	25	189	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	89	37	8	45	24	27	186	115	25	189	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	89	37	8	45	24	27	186	115	25	189	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	312	94	39	8	47	25	28	196	121	26	199	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	94	39	8	47	25	28	196	121	26	199	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	94	39	8	47	25	28	196	121	26	199	19
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.70	0.21	0.09	0.10	0.59	0.31	1.00	1.00	1.00	0.12	0.88	1.00
Final Sat.:	1192	359	149	177	994	530	1700	1700	1700	199	1501	1700
Capacity Analysis Module:												
Vol/Sat:	0.18	0.26	0.26	0.00	0.05	0.05	0.02	0.12	0.07	0.02	0.13	0.01
Crit Moves:		****			****			****			****	

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 La Habra Blvd and Valley Home Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	4	1	5	90	3	73	126	1086	11	11	803	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1	5	90	3	73	126	1086	11	11	803	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1	5	90	3	73	126	1086	11	11	803	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	4	1	5	95	3	77	133	1143	12	12	845	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	5	95	3	77	133	1143	12	12	845	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1	5	95	3	77	133	1143	12	12	845	87
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.10	0.50	0.54	0.02	0.44	1.00	1.98	0.02	1.00	1.81	0.19
Final Sat.:	680	170	850	922	31	748	1700	3366	34	1700	3081	319
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.06	0.10	0.10	0.08	0.34	0.34	0.01	0.27	0.27
Crit Moves:	****				****		****				****	

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 La Habra Blvd and Beach Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	1	0 3	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	328	1022	202	134	973	137	230	680	132	200	607	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	1022	202	134	973	137	230	680	132	200	607	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	1022	202	134	973	137	230	680	132	200	607	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	345	1076	213	141	1024	144	242	716	139	211	639	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	1076	213	141	1024	144	242	716	139	211	639	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	1076	213	141	1024	144	242	716	139	211	639	93
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.50	0.50	1.00	3.00	1.00	1.00	1.67	0.33	1.00	1.75	0.25
Final Sat.:	3400	4258	842	1700	5100	1700	1700	2847	553	1700	2969	431
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.08	0.20	0.08	0.14	0.25	0.25	0.12	0.22	0.22
Crit Moves:		****			****			****			****	

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 La Habra Blvd and Idaho St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	110	364	175	65	352	79	99	739	97	147	667	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	364	175	65	352	79	99	739	97	147	667	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	364	175	65	352	79	99	739	97	147	667	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	116	383	184	68	371	83	104	778	102	155	702	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	383	184	68	371	83	104	778	102	155	702	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	383	184	68	371	83	104	778	102	155	702	64
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.63	0.37	1.00	1.77	0.23	1.00	1.83	0.17
Final Sat.:	1700	1700	1700	1700	2777	623	1700	3006	394	1700	3115	285
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.11	0.04	0.13	0.13	0.06	0.26	0.26	0.09	0.23	0.23
Crit Moves:		****			****			****			****	

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 La Habra Blvd and Monte Vista St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	0 1	0	0	1!	0 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	31	24	51		79	24	43		26	881	35		55	809	84	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	31	24	51		79	24	43		26	881	35		55	809	84	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	31	24	51		79	24	43		26	881	35		55	809	84	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	33	25	54		83	25	45		27	927	37		58	852	88	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	25	54		83	25	45		27	927	37		58	852	88	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	33	25	54		83	25	45		27	927	37		58	852	88	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.56	0.44	1.00		0.55	0.16	0.29		0.06	1.87	0.07		0.11	1.71	0.18	
Final Sat.:	958	742	1700		920	279	501		94	3180	126		197	2901	301	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.03	0.03		0.05	0.09	0.09		0.02	0.29	0.29		0.03	0.29	0.29	
Crit Moves:	****				****					****			****			

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 La Habra Blvd and Walnut St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	52	136	65		79	95	54		66	959	58		53	892	79	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	52	136	65		79	95	54		66	959	58		53	892	79	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	52	136	65		79	95	54		66	959	58		53	892	79	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	55	143	68		83	100	57		69	1009	61		56	939	83	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	55	143	68		83	100	57		69	1009	61		56	939	83	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	55	143	68		83	100	57		69	1009	61		56	939	83	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.20	0.54	0.26		0.34	0.42	0.24		1.00	1.89	0.11		1.00	1.84	0.16	
Final Sat.:	349	914	437		589	708	403		1700	3206	194		1700	3123	277	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.16	0.16		0.05	0.14	0.14		0.04	0.31	0.31		0.03	0.30	0.30	
Crit Moves:		****				****				****					****	

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 La Habra Blvd and Euclid St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	150	484	111	61	280	42	87	838	98	96	783	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	484	111	61	280	42	87	838	98	96	783	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	484	111	61	280	42	87	838	98	96	783	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	158	509	117	64	295	44	92	882	103	101	824	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	509	117	64	295	44	92	882	103	101	824	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	509	117	64	295	44	92	882	103	101	824	95
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.74	0.26	1.00	1.79	0.21	1.00	1.79	0.21
Final Sat.:	1700	3400	1700	1700	2957	443	1700	3044	356	1700	3049	351
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.07	0.04	0.10	0.10	0.05	0.29	0.29	0.06	0.27	0.27
Crit Moves:	****			****			****			****		

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 La Habra Blvd and Cypress St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	1 0	0 1	0	1 1	0 1	0	1 1	0 1
Volume Module:												
Base Vol:	33	167	75	58	65	38	53	907	32	21	859	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	167	75	58	65	38	53	907	32	21	859	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	167	75	58	65	38	53	907	32	21	859	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	176	79	61	68	40	56	955	34	22	904	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	176	79	61	68	40	56	955	34	22	904	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	176	79	61	68	40	56	955	34	22	904	101
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.84	1.00	0.47	0.53	1.00	0.11	1.89	1.00	0.05	1.95	1.00
Final Sat.:	280	1420	1700	802	898	1700	188	3212	1700	81	3319	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.05	0.04	0.08	0.02	0.03	0.30	0.02	0.01	0.27	0.06
Crit Moves:		****		****				****		****		

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 La Habra Blvd and Harbor Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	137	1192	93	271	717	114	265	577	81	106	622	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1192	93	271	717	114	265	577	81	106	622	354
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	1192	93	271	717	114	265	577	81	106	622	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	144	1255	98	285	755	120	279	607	85	112	655	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1255	98	285	755	120	279	607	85	112	655	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	1255	98	285	755	120	279	607	85	112	655	373
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.78	0.22	2.00	2.59	0.41	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	4731	369	3400	4400	700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.08	0.17	0.17	0.08	0.18	0.05	0.03	0.19	0.22
Crit Moves:		****			****			****				****

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 La Habra Blvd and Palm St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	146	319	120	119	136	61	89	628	85	65	810	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	319	120	119	136	61	89	628	85	65	810	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	319	120	119	136	61	89	628	85	65	810	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	154	336	126	125	143	64	94	661	89	68	853	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	336	126	125	143	64	94	661	89	68	853	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	336	126	125	143	64	94	661	89	68	853	257
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.38	0.62	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	2347	1053	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.07	0.07	0.06	0.06	0.06	0.19	0.05	0.04	0.25	0.15
Crit Moves:		****			****			****				****

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Lambert Road and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.818
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	247	1267	273	239	1053	94	185	1044	195	352	926	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	1267	273	239	1053	94	185	1044	195	352	926	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	1267	273	239	1053	94	185	1044	195	352	926	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	260	1334	287	252	1108	99	195	1099	205	371	975	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	1334	287	252	1108	99	195	1099	205	371	975	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	1334	287	252	1108	99	195	1099	205	371	975	201
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.75	0.25	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	4682	418	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.17	0.07	0.24	0.24	0.06	0.32	0.12	0.11	0.29	0.12
Crit Moves:		****		****				****		****		

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Lambert Road and Idaho St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	192	539	252	73	494	98	68	1220	173	222	1299	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	539	252	73	494	98	68	1220	173	222	1299	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	539	252	73	494	98	68	1220	173	222	1299	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	202	567	265	77	520	103	72	1284	182	234	1367	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	567	265	77	520	103	72	1284	182	234	1367	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	567	265	77	520	103	72	1284	182	234	1367	97
OvlAdjVol:			148			67						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.16	0.05	0.15	0.06	0.02	0.38	0.11	0.07	0.40	0.06
OvlAdjV/S:			0.09			0.04						
Crit Moves:	****				****				****		****	

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Lambert Road and Monte Vista St

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: F[86.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 1	0	1	0	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	0	0	4		5	1	42		72	1318		19	37	1511		51
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	0	4		5	1	42		72	1318		19	37	1511		51
Added Vol:	0	0	0		0	0	0		0	0		0	0	0		0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0
Initial Fut:	0	0	4		5	1	42		72	1318		19	37	1511		51
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	0	0	4		5	1	44		76	1387		20	39	1591		54
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
FinalVolume:	0	0	4		5	1	44		76	1387		20	39	1591		54
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	2413	3261	694		2514	3227	795		1644	xxxx	xxxxx		1407	xxxx	xxxxx	
Potent Cap.:	18	9	390		15	10	335		399	xxxx	xxxxx		491	xxxx	xxxxx	
Move Cap.:	11	7	390		12	7	335		399	xxxx	xxxxx		491	xxxx	xxxxx	
Volume/Cap:	0.00	0.00	0.01		0.45	0.14	0.13		0.19	xxxx	xxxx		0.08	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.0		xxxx	xxxx	0.5		0.7	xxxx	xxxxx		0.3	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	14.3		xxxxx	xxxx	17.4		16.1	xxxx	xxxxx		13.0	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	C		C	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	0	xxxx	xxxxx		11	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		1.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		569.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		F	*	*		*	*	*		*	*	*	
ApproachDel:	14.3				86.4				xxxxx				xxxxx			
ApproachLOS:	B				F				*				*			

Note: Queue reported is the number of cars per lane.

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Lambert Road and Walnut St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1! 0	0	0	0	1! 0	0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	66	109	41		42	87	42		64	1173		44	45	1391		47
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	66	109	41		42	87	42		64	1173		44	45	1391		47
Added Vol:	0	0	0		0	0	0		0	0		0	0	0		0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0
Initial Fut:	66	109	41		42	87	42		64	1173		44	45	1391		47
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	69	115	43		44	92	44		67	1235		46	47	1464		49
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	69	115	43		44	92	44		67	1235		46	47	1464		49
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	69	115	43		44	92	44		67	1235		46	47	1464		49
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700		1700	1700	1700		1700
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.31	0.50	0.19		0.24	0.51	0.25		1.00	1.93		0.07	1.00	1.93		0.07
Final Sat.:	519	858	323		418	865	418		1700	3277		123	1700	3289		111
Capacity Analysis Module:																
Vol/Sat:	0.04	0.13	0.13		0.03	0.11	0.11		0.04	0.38		0.38	0.03	0.45		0.45
Crit Moves:		****				****				****					****	

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Lambert Road and Euclid St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	102	589	94	55	336	81	118	987	77	119	1341	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	589	94	55	336	81	118	987	77	119	1341	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	589	94	55	336	81	118	987	77	119	1341	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	107	620	99	58	354	85	124	1039	81	125	1412	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	620	99	58	354	85	124	1039	81	125	1412	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	620	99	58	354	85	124	1039	81	125	1412	108
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	1.61	0.39	1.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1700	2932	468	1700	2740	660	1700	3154	246	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.03	0.13	0.13	0.07	0.33	0.33	0.07	0.42	0.06
Crit Moves:		****			****			****			****	

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Lambert Road and Cypress St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	16	106	57	36	78	56	70	1252	24	68	1553	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	106	57	36	78	56	70	1252	24	68	1553	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	106	57	36	78	56	70	1252	24	68	1553	41
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	112	0	38	82	59	74	1318	25	72	1635	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	112	0	38	82	59	74	1318	25	72	1635	43
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	112	0	38	82	59	74	1318	25	72	1635	43
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.87	1.00	0.21	0.46	0.33	1.00	1.96	0.04	1.00	1.95	0.05
Final Sat.:	223	1477	1700	360	780	560	1700	3336	64	1700	3313	87
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.00	0.11	0.11	0.11	0.04	0.40	0.40	0.04	0.49	0.49
Crit Moves:		****			****			****			****	

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Lambert Road and Harbor Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.911
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1 0	1	0	2	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	149	1031		88	177	667		181	203	1038		117	140	1276		270
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	149	1031		88	177	667		181	203	1038		117	140	1276		270
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	149	1031		88	177	667		181	203	1038		117	140	1276		270
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	157	1085		93	186	702		191	214	1093		123	147	1343		284
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	157	1085		93	186	702		191	214	1093		123	147	1343		284
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	157	1085		93	186	702		191	214	1093		123	147	1343		284
OvlAdjVol:																98
Saturation Flow Module:																
Sat/Lane:	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700		1700
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	2.76		0.24	1.00	2.36		0.64	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1700	4699		401	1700	4011		1089	1700	3400		1700	1700	3400		1700
Capacity Analysis Module:																
Vol/Sat:	0.09	0.23		0.23	0.11	0.18		0.18	0.13	0.32		0.07	0.09	0.40		0.17
OvlAdjV/S:																0.06
Crit Moves:		****				****				****				****		

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lambert Road and Palm St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	90	254		83	89	156		151	113	1016		56	61	1401		137
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	90	254		83	89	156		151	113	1016		56	61	1401		137
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	90	254		83	89	156		151	113	1016		56	61	1401		137
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	95	267		87	94	164		159	119	1069		59	64	1475		144
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	95	267		87	94	164		159	119	1069		59	64	1475		144
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	95	267		87	94	164		159	119	1069		59	64	1475		144
Saturation Flow Module:																
Sat/Lane:	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700		1700
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.51		0.49	1.00	1.02		0.98	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1700	2563		837	1700	1728		1672	1700	3400		1700	1700	3400		1700
Capacity Analysis Module:																
Vol/Sat:	0.06	0.10		0.10	0.06	0.10		0.10	0.07	0.31		0.03	0.04	0.43		0.08
Crit Moves:	****					****			****					****		

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Imperial Highway and Beach Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 2	2	0 3	0 1	2	0 2	1 0	2	0 3	0 1
Volume Module:												
Base Vol:	310	1280	481	313	1024	180	186	962	221	471	853	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1280	481	313	1024	180	186	962	221	471	853	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	1280	481	313	1024	180	186	962	221	471	853	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	326	1347	506	329	1078	189	196	1013	233	496	898	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1347	506	329	1078	189	196	1013	233	496	898	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	1347	506	329	1078	189	196	1013	233	496	898	234
OvlAdjVol:			11									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	2.44	0.56	2.00	3.00	1.00
Final Sat.:	3400	5100	3400	3400	5100	1700	3400	4147	953	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.15	0.10	0.21	0.11	0.06	0.24	0.24	0.15	0.18	0.14
OvlAdjV/S:			0.00									
Crit Moves:		****		****				****		****		

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Imperial Highway and Idaho St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 2	1 0
Volume Module:												
Base Vol:	253	599	162	149	468	202	225	1244	245	159	1210	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	599	162	149	468	202	225	1244	245	159	1210	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	599	162	149	468	202	225	1244	245	159	1210	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	266	631	171	157	493	213	237	1309	258	167	1274	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	631	171	157	493	213	237	1309	258	167	1274	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	631	171	157	493	213	237	1309	258	167	1274	215
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.57	0.43
Final Sat.:	3400	3400	1700	3400	3400	1700	3400	5100	1700	3400	4364	736
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.10	0.05	0.14	0.13	0.07	0.26	0.15	0.05	0.29	0.29
Crit Moves:		****		****				****			****	

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Imperial Highway and Walnut St

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: F[90.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	1	0	0 0 1	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	20	0	126	156	1446	0	0	1460	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	126	156	1446	0	0	1460	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	126	156	1446	0	0	1460	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	21	0	133	164	1522	0	0	1537	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	21	0	133	164	1522	0	0	1537	124
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2435	xxxx	574	1661	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	27	xxxx	467	393	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	18	xxxx	467	393	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.16	xxxx	0.28	0.42	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	3.0	xxxx	1.2	2.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	560.5	xxxx	15.7	20.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	C	C	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			90.4			xxxxx			xxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Imperial Highway and Euclid St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	0 1	2	0	1 1 0	2	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	302	629	168	72	453	68	134	1156	150	181	1226	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	629	168	72	453	68	134	1156	150	181	1226	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	629	168	72	453	68	134	1156	150	181	1226	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	318	662	177	76	477	72	141	1217	158	191	1291	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	662	177	76	477	72	141	1217	158	191	1291	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	318	662	177	76	477	72	141	1217	158	191	1291	94
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.74	0.26	2.00	2.66	0.34	2.00	2.80	0.20
Final Sat.:	3400	3400	1700	3400	2956	444	3400	4514	586	3400	4755	345
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.10	0.02	0.16	0.16	0.04	0.27	0.27	0.06	0.27	0.27
Crit Moves:	****				****			****		****		

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #32 Imperial Highway and Cypress St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.467
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	3	0	0	2	1	0
Volume Module:														
Base Vol:	0	0	0	96	0	117	75	1251	0	0	1308	135		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	0	0	0	96	0	117	75	1251	0	0	1308	135		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	0	0	96	0	117	75	1251	0	0	1308	135		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
PHF Volume:	0	0	0	101	0	123	79	1317	0	0	1377	142		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	0	101	0	123	79	1317	0	0	1377	142		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	0	0	0	101	0	123	79	1317	0	0	1377	142		
Saturation Flow Module:														
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.72	0.28		
Final Sat.:	0	0	0	1700	0	1700	1700	5100	0	0	4623	477		
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.07	0.05	0.26	0.00	0.00	0.30	0.30		
Crit Moves:						****	****				****			

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #33 Imperial Highway and Harbor Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	1	0	2	0	3	0	1
Volume Module:														
Base Vol:	286	792	188	166	538	165	195	931	226	277	1056	191		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	286	792	188	166	538	165	195	931	226	277	1056	191		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	286	792	188	166	538	165	195	931	226	277	1056	191		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
PHF Volume:	301	834	198	175	566	174	205	980	238	292	1112	201		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	301	834	198	175	566	174	205	980	238	292	1112	201		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	301	834	198	175	566	174	205	980	238	292	1112	201		
Saturation Flow Module:														
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.41	0.59	2.00	3.00	1.00		
Final Sat.:	3400	5100	1700	3400	5100	1700	3400	4104	996	3400	5100	1700		
Capacity Analysis Module:														
Vol/Sat:	0.09	0.16	0.12	0.05	0.11	0.10	0.06	0.24	0.24	0.09	0.22	0.12		
Crit Moves:		****		****				****			****			

General Plan Update
City of La Habra
Existing PM

Scenario Report

Scenario:	Existing PM
Command:	Existing PM
Volume:	Existing PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

General Plan Update
City of La Habra
Existing PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whittier and Valley Home	A	8.9	0.515	A	8.9	0.515	+ 0.000 D/V
# 2 Whittier Blvd and Beach Blvd	C	30.6	0.875	C	30.6	0.875	+ 0.000 D/V
# 3 Whittier Blvd and Hacienda Blv	C	29.4	0.796	C	29.4	0.796	+ 0.000 D/V
# 4 Whittier Blvd and Idaho St	C	27.4	0.913	C	27.4	0.913	+ 0.000 D/V
# 5 Whittier Blvd and Monte Vista	A	5.5	0.566	A	5.5	0.566	+ 0.000 D/V
# 6 Whittier Blvd and Walnut St	B	10.4	0.568	B	10.4	0.568	+ 0.000 D/V
# 7 Whittier Blvd and Euclid St	C	23.3	0.813	C	23.3	0.813	+ 0.000 D/V
# 8 Whittier Blvd and Cypress St	B	10.8	0.621	B	10.8	0.621	+ 0.000 D/V
# 9 Whittier Blvd and Harbor Blvd	D	35.1	0.864	D	35.1	0.864	+ 0.000 D/V
# 10 Whittier Blvd and Palm St	B	19.6	0.471	B	19.6	0.471	+ 0.000 D/V
# 11 La Habra Blvd and Valley Home	A	xxxxx	0.508	A	xxxxx	0.508	+ 0.000 V/C
# 12 La Habra Blvd and Beach Blvd	C	33.9	0.729	C	33.9	0.729	+ 0.000 D/V
# 13 La Habra Blvd and Idaho St	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000 V/C
# 14 La Habra Blvd and Monte Vista	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000 V/C
# 15 La Habra Blvd and Walnut St	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
# 16 La Habra Blvd and Euclid St	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
# 17 La Habra Blvd and Cypress St	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000 V/C
# 18 La Habra Blvd and Harbor Blvd	C	xxxxx	0.700	C	xxxxx	0.700	+ 0.000 V/C
# 19 La Habra Blvd and Palm St	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C
# 20 Lambert Road and Beach Blvd	C	32.5	0.778	C	32.5	0.778	+ 0.000 D/V
# 21 Lambert Road and Idaho St	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000 V/C
# 22 Lambert Road and Monte Vista S	F	86.4	0.452	F	86.4	0.452	+ 0.000 D/V
# 23 Lambert Road and Walnut St	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C

General Plan Update
City of La Habra
Existing PM

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 24 Lambert Road and Euclid St	C	xxxxx	0.784	C	xxxxx	0.784	+ 0.000 V/C
# 25 Lambert Road and Cypress St	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000 V/C
# 26 Lambert Road and Harbor Blvd	E	xxxxx	0.911	E	xxxxx	0.911	+ 0.000 V/C
# 27 Lambert Road and Palm St	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000 V/C
# 28 Imperial Highway and Beach Blv	C	32.2	0.781	C	32.2	0.781	+ 0.000 D/V
# 29 Imperial Highway and Idaho St	C	26.5	0.604	C	26.5	0.604	+ 0.000 D/V
# 30 Imperial Highway and Walnut St	F	90.4	1.156	F	90.4	1.156	+ 0.000 D/V
# 31 Imperial Highway and Euclid St	C	26.2	0.600	C	26.2	0.600	+ 0.000 D/V
# 32 Imperial Highway and Cypress S	A	7.8	0.439	A	7.8	0.439	+ 0.000 D/V
# 33 Imperial Highway and Harbor Bl	C	28.4	0.564	C	28.4	0.564	+ 0.000 D/V

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General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Whittier and Valley Home

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 5 Average Delay (sec/veh): 8.9
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	51	53	78	87	38	20	46	1230	59	55	967	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	53	78	87	38	20	46	1230	59	55	967	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	53	78	87	38	20	46	1230	59	55	967	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	54	56	82	92	40	21	48	1295	62	58	1018	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	56	82	92	40	21	48	1295	62	58	1018	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	56	82	92	40	21	48	1295	62	58	1018	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.85	0.73	0.73	0.73	0.23	0.94	0.94	0.16	0.94	0.94
Lanes:	0.49	0.51	1.00	0.60	0.26	0.14	1.00	1.91	0.09	1.00	1.85	0.15
Final Sat.:	757	787	1615	828	361	190	428	3421	164	304	3310	260
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.11	0.11	0.11	0.11	0.38	0.38	0.19	0.31	0.31
Crit Moves:					****			****				
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.74	0.74	0.74	0.74	0.74	0.74
Volume/Cap:	0.33	0.33	0.24	0.51	0.51	0.51	0.15	0.51	0.51	0.26	0.42	0.42
Delay/Veh:	33.8	33.8	32.8	36.2	36.2	36.2	4.2	5.8	5.8	5.0	5.2	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	33.8	32.8	36.2	36.2	36.2	4.2	5.8	5.8	5.0	5.2	5.2
LOS by Move:	C	C	C	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	2	5	5	5	1	10	10	1	7	7

Note: Queue reported is the number of cars per lane.

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Intersection #2 Whittier Blvd and Beach Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	5	Average Delay (sec/veh):	30.6
Optimal Cycle:	77	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	0	0	1!	0	1	0	1	1	0	2	0	1	1	0
Volume Module:																			
Base Vol:	457	28	920	28	37	3	17	1155	342	572	891	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	457	28	920	28	37	3	17	1155	342	572	891	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	457	28	920	28	37	3	17	1155	342	572	891	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	481	29	968	29	39	3	18	1216	360	602	938	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	29	968	29	39	3	18	1216	360	602	938	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	481	29	968	29	39	3	18	1216	360	602	938	31
Saturation Flow Module:																			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.75	0.97	0.97	0.97	0.95	0.92	0.92	0.92	0.95	0.95
Lanes:	1.88	0.12	2.00	0.41	0.55	0.04	1.00	1.54	0.46	2.00	1.94	0.06
Final Sat.:	3419	210	2842	762	1007	82	1805	2691	797	3502	3479	113
Capacity Analysis Module:																			
Vol/Sat:	0.14	0.14	0.34	0.04	0.04	0.04	0.01	0.45	0.45	0.17	0.27	0.27
Crit Moves:			****			****		****		****		
Green/Cycle:	0.19	0.19	0.39	0.04	0.04	0.04	0.03	0.52	0.52	0.20	0.69	0.69
Volume/Cap:	0.73	0.73	0.87	0.87	0.87	0.87	0.39	0.87	0.87	0.87	0.39	0.39
Delay/Veh:	41.8	41.8	36.3	107.3	107	107.3	53.5	26.5	26.5	51.0	6.8	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	41.8	36.3	107.3	107	107.3	53.5	26.5	26.5	51.0	6.8	6.8
LOS by Move:	D	D	D	F	F	F	D	C	C	D	A	A
HCM2kAvgQ:	7	7	16	4	4	4	1	24	24	10	6	6

Note: Queue reported is the number of cars per lane.

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Intersection #3 Whittier Blvd and Hacienda Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	5	Average Delay (sec/veh):	29.4
Optimal Cycle:	53	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	1	0	1	2	0	1	1	0	1	0	2	0	1
Volume Module:																			
Base Vol:	32	73	86	276	32	472	634	1406	19	100	976	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	73	86	276	32	472	634	1406	19	100	976	440
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	73	86	276	32	472	634	1406	19	100	976	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	34	77	91	291	34	497	667	1480	20	105	1027	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	77	91	291	34	497	667	1480	20	105	1027	463
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	77	91	291	34	497	667	1480	20	105	1027	463
Saturation Flow Module:																			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.61	0.61	0.85	0.92	0.95	0.95	0.95	0.95	0.85
Lanes:	0.30	0.70	1.00	0.90	0.10	1.00	2.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	492	1123	1615	1044	121	1615	3502	3555	48	1805	3610	1615
Capacity Analysis Module:																			
Vol/Sat:	0.07	0.07	0.06	0.28	0.28	0.31	0.19	0.42	0.42	0.06	0.28	0.29
Crit Moves:					****		****					****
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.59	0.24	0.53	0.53	0.07	0.36	0.36
Volume/Cap:	0.20	0.20	0.16	0.80	0.80	0.52	0.80	0.79	0.79	0.79	0.79	0.80
Delay/Veh:	22.9	22.9	22.5	39.7	39.7	12.7	41.0	21.6	21.6	72.2	31.9	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.9	22.9	22.5	39.7	39.7	12.7	41.0	21.6	21.6	72.2	31.9	36.2
LOS by Move:	C	C	C	D	D	B	D	C	C	E	C	D
HCM2kAvgQ:	2	2	2	11	11	9	10	19	19	3	15	13

Note: Queue reported is the number of cars per lane.

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Intersection #4 Whittier Blvd and Idaho St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.913
Loss Time (sec):	5	Average Delay (sec/veh):	27.4
Optimal Cycle:	98	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	303	32		165	101	70		21	25	1439		258	166	1253		22
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	303	32		165	101	70		21	25	1439		258	166	1253		22
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	303	32		165	101	70		21	25	1439		258	166	1253		22
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	319	34		174	106	74		22	26	1515		272	175	1319		23
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	319	34		174	106	74		22	26	1515		272	175	1319		23
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	319	34		174	106	74		22	26	1515		272	175	1319		23
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.64	0.87		0.87	0.46	0.97		0.97	0.95	0.93		0.93	0.95	0.95		0.95
Lanes:	1.00	0.16		0.84	1.00	0.77		0.23	1.00	1.70		0.30	1.00	1.97		0.03
Final Sat.:	1208	270		1391	870	1410		423	1805	2991		536	1805	3537		62
Capacity Analysis Module:																
Vol/Sat:	0.26	0.12		0.12	0.12	0.05		0.05	0.01	0.51		0.51	0.10	0.37		0.37
Crit Moves:	****									****			****			
Green/Cycle:	0.29	0.29		0.29	0.29	0.29		0.29	0.02	0.55		0.55	0.11	0.64		0.64
Volume/Cap:	0.91	0.43		0.43	0.42	0.18		0.18	0.59	0.91		0.91	0.91	0.59		0.59
Delay/Veh:	61.7	29.5		29.5	29.9	26.8		26.8	66.8	27.1		27.1	85.5	11.0		11.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	61.7	29.5		29.5	29.9	26.8		26.8	66.8	27.1		27.1	85.5	11.0		11.0
LOS by Move:	E		C		C	C		C	E	C		C	F	B		B
HCM2kAvgQ:	10		5		5	3		2	1	27		27	6	12		12

Note: Queue reported is the number of cars per lane.

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Intersection #5 Whittier Blvd and Monte Vista St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	5	Average Delay (sec/veh):	5.5
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Permitted				Permitted				Protected			
Rights:	Ovl				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	0 1	0	0	0	0 1	1	0	1	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	66	0		72	0	0		3	1	1491		58	62	1344		0
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	66	0		72	0	0		3	1	1491		58	62	1344		0
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	66	0		72	0	0		3	1	1491		58	62	1344		0
User Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.00	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	69	0		76	0	0		0	1	1569		61	65	1415		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	69	0		76	0	0		0	1	1569		61	65	1415		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	69	0		76	0	0		0	1	1569		61	65	1415		0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.95	1.00		0.85	1.00	1.00		1.00	0.17	0.94		0.94	0.95	0.95		1.00
Lanes:	1.00	0.00		1.00	0.00	0.00		1.00	1.00	1.93		0.07	1.00	2.00		0.00
Final Sat.:	1805	0		1615	0	0		1900	325	3454		134	1805	3610		0
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00		0.05	0.00	0.00		0.00	0.00	0.45		0.45	0.04	0.39		0.00
Crit Moves:				****						****			****			
Green/Cycle:	0.08	0.00		0.15	0.00	0.00		0.00	0.80	0.80		0.80	0.06	0.87		0.00
Volume/Cap:	0.46	0.00		0.32	0.00	0.00		0.00	0.00	0.57		0.57	0.57	0.45		0.00
Delay/Veh:	46.0	0.0		39.0	0.0	0.0		0.0	2.0	3.8		3.8	51.9	1.6		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	46.0	0.0		39.0	0.0	0.0		0.0	2.0	3.8		3.8	51.9	1.6		0.0
LOS by Move:	D		A	D	A	A		A	A	A		A	D	A		A
HCM2kAvgQ:	2		0	2	0	0		0	0	9		9	2	5		0

Note: Queue reported is the number of cars per lane.

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Intersection #6 Whittier Blvd and Walnut St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.568
Loss Time (sec):	5	Average Delay (sec/veh):	10.4
Optimal Cycle:	28	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 1 1	0	1	0 1 0
Volume Module:												
Base Vol:	72	58	48	147	51	45	47	1328	54	65	1131	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	58	48	147	51	45	47	1328	54	65	1131	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	58	48	147	51	45	47	1328	54	65	1131	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	76	61	51	155	54	47	49	1398	57	68	1191	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	61	51	155	54	47	49	1398	57	68	1191	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	61	51	155	54	47	49	1398	57	68	1191	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	0.93	0.93	0.61	0.93	0.93	0.17	0.94	0.94	0.13	0.94	0.94
Lanes:	1.00	0.55	0.45	1.00	0.53	0.47	1.00	1.92	0.08	1.00	1.88	0.12
Final Sat.:	1195	969	802	1153	939	828	333	3448	140	255	3358	220
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.13	0.06	0.06	0.15	0.41	0.41	0.27	0.35	0.35
Crit Moves:				****				****				
Green/Cycle:	0.24	0.24	0.24	0.24	0.24	0.24	0.71	0.71	0.71	0.71	0.71	0.71
Volume/Cap:	0.27	0.27	0.27	0.57	0.24	0.24	0.21	0.57	0.57	0.38	0.50	0.50
Delay/Veh:	31.7	31.5	31.5	36.5	31.2	31.2	5.3	7.2	7.2	6.9	6.5	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	31.5	31.5	36.5	31.2	31.2	5.3	7.2	7.2	6.9	6.5	6.5
LOS by Move:	C	C	C	D	C	C	A	A	A	A	A	A
HCM2kAvgQ:	2	3	3	5	3	3	1	11	11	1	9	9

Note: Queue reported is the number of cars per lane.

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General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Whittier Blvd and Euclid St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	5	Average Delay (sec/veh):	23.3
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 0 1	0	1	0 0 1	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	241	58	248	42	36	73	65	1412	144	109	1160	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	58	248	42	36	73	65	1412	144	109	1160	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	58	248	42	36	73	65	1412	144	109	1160	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	254	61	261	44	38	77	68	1486	152	115	1221	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	61	261	44	38	77	68	1486	152	115	1221	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	61	261	44	38	77	68	1486	152	115	1221	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.67	0.85	0.66	0.66	0.85	0.95	0.94	0.94	0.95	0.95	0.95
Lanes:	0.81	0.19	1.00	0.54	0.46	1.00	1.00	1.81	0.19	1.00	1.93	0.07
Final Sat.:	1018	245	1615	675	579	1615	1805	3230	329	1805	3472	120
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.16	0.07	0.07	0.05	0.04	0.46	0.46	0.06	0.35	0.35
Crit Moves:		****						****		****		
Green/Cycle:	0.31	0.31	0.31	0.31	0.31	0.31	0.06	0.57	0.57	0.08	0.58	0.58
Volume/Cap:	0.81	0.81	0.53	0.21	0.21	0.16	0.61	0.81	0.81	0.81	0.61	0.61
Delay/Veh:	44.5	44.5	29.8	26.0	26.0	25.4	54.7	20.1	20.1	74.4	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	44.5	29.8	26.0	26.0	25.4	54.7	20.1	20.1	74.4	14.0	14.0
LOS by Move:	D	D	C	C	C	C	D	C	C	E	B	B
HCM2kAvgQ:	9	9	6	2	2	2	2	22	22	4	13	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Whittier Blvd and Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 5 Average Delay (sec/veh): 10.8
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	0 1	0	1	0	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	101	66	113		81	42	39		69	1478		49	36	1065		84
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	101	66	113		81	42	39		69	1478		49	36	1065		84
Added Vol:	0	0	0		0	0	0		0	0		0	0	0		0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0
Initial Fut:	101	66	113		81	42	39		69	1478		49	36	1065		84
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	106	69	119		85	44	41		73	1556		52	38	1121		88
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	106	69	119		85	44	41		73	1556		52	38	1121		88
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	106	69	119		85	44	41		73	1556		52	38	1121		88
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900
Adjustment:	0.65	0.65	0.85		0.59	0.59	0.85		0.19	0.95		0.95	0.11	0.94		0.94
Lanes:	0.60	0.40	1.00		0.66	0.34	1.00		1.00	1.94		0.06	1.00	1.85		0.15
Final Sat.:	748	489	1615		738	383	1615		363	3477		115	205	3309		261
Capacity Analysis Module:																
Vol/Sat:	0.14	0.14	0.07		0.12	0.12	0.03		0.20	0.45		0.45	0.18	0.34		0.34
Crit Moves:		****								****						
Green/Cycle:	0.23	0.23	0.23		0.23	0.23	0.23		0.72	0.72		0.72	0.72	0.72		0.72
Volume/Cap:	0.62	0.62	0.32		0.50	0.50	0.11		0.28	0.62		0.62	0.26	0.47		0.47
Delay/Veh:	38.8	38.8	32.6		35.2	35.2	30.6		5.4	7.5		7.5	5.7	6.0		6.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	38.8	38.8	32.6		35.2	35.2	30.6		5.4	7.5		7.5	5.7	6.0		6.0
LOS by Move:	D	D	C		D	D	C		A	A		A	A	A		A
HCM2kAvgQ:	5	5	3		4	4	1		1	13		13	0	8		8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #9 Whittier Blvd and Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 5 Average Delay (sec/veh): 35.1
Optimal Cycle: 72 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1 0	1	0	2	0 1	2	0	1	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	413	1118		37	109	616		382	763	284		328	56	313		289
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	413	1118		37	109	616		382	763	284		328	56	313		289
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	413	1118		37	109	616		382	763	284		328	56	313		289
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	435	1177		39	115	648		402	803	299		345	59	329		304
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	435	1177		39	115	648		402	803	299		345	59	329		304
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	435	1177		39	115	648		402	803	299		345	59	329		304
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.92	0.95		0.95	0.95	0.95		0.85	0.92	1.00		0.85	0.95	0.88		0.88
Lanes:	2.00	1.94		0.06	1.00	2.00		1.00	2.00	1.00		1.00	1.00	1.04		0.96
Final Sat.:	3502	3477		115	1805	3610		1615	3502	1900		1615	1805	1742		1608
Capacity Analysis Module:																
Vol/Sat:	0.12	0.34		0.34	0.06	0.18		0.25	0.23	0.16		0.21	0.03	0.19		0.19
Crit Moves:		****			****				****					****		
Green/Cycle:	0.19	0.39		0.39	0.07	0.28		0.54	0.27	0.40		0.59	0.08	0.22		0.22
Volume/Cap:	0.65	0.86		0.86	0.86	0.65		0.46	0.86	0.39		0.36	0.39	0.86		0.86
Delay/Veh:	39.8	33.7		33.7	86.3	33.6		14.4	43.4	21.6		10.8	45.1	48.0		48.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	39.8	33.7		33.7	86.3	33.6		14.4	43.4	21.6		10.8	45.1	48.0		48.0
LOS by Move:	D	C		C	F	C		B	D	C		B	D	D		D
HCM2kAvgQ:	6	19		19	6	10		8	13	6		5	2	11		11

Note: Queue reported is the number of cars per lane.

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General Plan Update
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Whittier Blvd and Palm St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	5	Average Delay (sec/veh):	19.6
Optimal Cycle:	24	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0	1	0 1	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	296	89	37	8	45	24	27	186	115	25	189	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	89	37	8	45	24	27	186	115	25	189	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	89	37	8	45	24	27	186	115	25	189	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	312	94	39	8	47	25	28	196	121	26	199	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	94	39	8	47	25	28	196	121	26	199	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	94	39	8	47	25	28	196	121	26	199	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.72	0.92	0.92	0.92	0.43	1.00	0.85	0.95	0.95	0.85
Lanes:	0.70	0.21	0.09	0.10	0.59	0.31	1.00	1.00	1.00	0.12	0.88	1.00
Final Sat.:	965	290	121	182	1023	546	809	1900	1615	211	1597	1615
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.05	0.05	0.05	0.04	0.10	0.07	0.12	0.12	0.01
Crit Moves:		****									****	
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.47	0.47	0.47	0.07	0.07	0.07	0.13	0.39	0.28	0.47	0.47	0.04
Delay/Veh:	7.7	7.7	7.7	5.2	5.2	5.2	28.3	30.7	29.6	31.6	31.6	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	7.7	7.7	5.2	5.2	5.2	28.3	30.7	29.6	31.6	31.6	27.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	6	6	6	1	1	1	1	5	3	6	6	0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 La Habra Blvd and Valley Home Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0	1	0 1	0	1	0 1	0
Volume Module:												
Base Vol:	4	1	5	90	3	73	126	1086	11	11	803	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1	5	90	3	73	126	1086	11	11	803	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1	5	90	3	73	126	1086	11	11	803	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	4	1	5	95	3	77	133	1143	12	12	845	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	5	95	3	77	133	1143	12	12	845	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1	5	95	3	77	133	1143	12	12	845	87
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.10	0.50	0.54	0.02	0.44	1.00	1.98	0.02	1.00	1.81	0.19
Final Sat.:	680	170	850	922	31	748	1700	3366	34	1700	3081	319
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.06	0.10	0.10	0.08	0.34	0.34	0.01	0.27	0.27
Crit Moves:	****				****		****				****	

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General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 La Habra Blvd and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 5 Average Delay (sec/veh): 33.9
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	1	0 3	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	328	1022	202	134	973	137	230	680	132	200	607	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	1022	202	134	973	137	230	680	132	200	607	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	1022	202	134	973	137	230	680	132	200	607	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	345	1076	213	141	1024	144	242	716	139	211	639	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	1076	213	141	1024	144	242	716	139	211	639	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	345	1076	213	141	1024	144	242	716	139	211	639	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.95	0.91	0.85	0.95	0.93	0.93	0.95	0.93	0.93
Lanes:	2.00	2.50	0.50	1.00	3.00	1.00	1.00	1.67	0.33	1.00	1.75	0.25
Final Sat.:	3502	4223	835	1805	5187	1615	1805	2951	573	1805	3093	448
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.08	0.20	0.09	0.13	0.24	0.24	0.12	0.21	0.21
Crit Moves:		****		****				****		****		
Green/Cycle:	0.15	0.35	0.35	0.11	0.30	0.30	0.19	0.33	0.33	0.16	0.30	0.30
Volume/Cap:	0.65	0.73	0.73	0.73	0.65	0.29	0.69	0.73	0.73	0.73	0.69	0.69
Delay/Veh:	42.7	29.9	29.9	56.3	31.1	26.9	43.3	31.7	31.7	49.0	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	29.9	29.9	56.3	31.1	26.9	43.3	31.7	31.7	49.0	32.9	32.9
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	12	12	4	9	3	7	12	12	6	10	10

Note: Queue reported is the number of cars per lane.

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General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 La Habra Blvd and Idaho St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	110	364	175	65	352	79	99	739	97	147	667	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	364	175	65	352	79	99	739	97	147	667	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	364	175	65	352	79	99	739	97	147	667	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	116	383	184	68	371	83	104	778	102	155	702	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	383	184	68	371	83	104	778	102	155	702	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	383	184	68	371	83	104	778	102	155	702	64
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.63	0.37	1.00	1.77	0.23	1.00	1.83	0.17
Final Sat.:	1700	1700	1700	1700	2777	623	1700	3006	394	1700	3115	285
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.11	0.04	0.13	0.13	0.06	0.26	0.26	0.09	0.23	0.23
Crit Moves:		****		****				****		****		

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General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 La Habra Blvd and Monte Vista St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.485
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	31	24	51	79	24	43	26	881	35	55	809	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	24	51	79	24	43	26	881	35	55	809	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	24	51	79	24	43	26	881	35	55	809	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	33	25	54	83	25	45	27	927	37	58	852	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	25	54	83	25	45	27	927	37	58	852	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	25	54	83	25	45	27	927	37	58	852	88
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.44	1.00	0.55	0.16	0.29	0.06	1.87	0.07	0.11	1.71	0.18
Final Sat.:	958	742	1700	920	279	501	94	3180	126	197	2901	301
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.05	0.09	0.09	0.02	0.29	0.29	0.03	0.29	0.29
Crit Moves:	****			****			****			****		

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 La Habra Blvd and Walnut St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	52	136	65	79	95	54	66	959	58	53	892	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	136	65	79	95	54	66	959	58	53	892	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	136	65	79	95	54	66	959	58	53	892	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	55	143	68	83	100	57	69	1009	61	56	939	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	143	68	83	100	57	69	1009	61	56	939	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	143	68	83	100	57	69	1009	61	56	939	83
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.54	0.26	0.34	0.42	0.24	1.00	1.89	0.11	1.00	1.84	0.16
Final Sat.:	349	914	437	589	708	403	1700	3206	194	1700	3123	277
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.05	0.14	0.14	0.04	0.31	0.31	0.03	0.30	0.30
Crit Moves:		****			****			****			****	

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 La Habra Blvd and Euclid St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	150	484	111	61	280	42	87	838	98	96	783	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	484	111	61	280	42	87	838	98	96	783	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	484	111	61	280	42	87	838	98	96	783	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	158	509	117	64	295	44	92	882	103	101	824	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	509	117	64	295	44	92	882	103	101	824	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	509	117	64	295	44	92	882	103	101	824	95
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.74	0.26	1.00	1.79	0.21	1.00	1.79	0.21
Final Sat.:	1700	3400	1700	1700	2957	443	1700	3044	356	1700	3049	351
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.07	0.04	0.10	0.10	0.05	0.29	0.29	0.06	0.27	0.27
Crit Moves:	****			****			****			****		

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 La Habra Blvd and Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	1 0	0 1	0	1 1	0 1	0	1 1	0 1
Volume Module:												
Base Vol:	33	167	75	58	65	38	53	907	32	21	859	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	167	75	58	65	38	53	907	32	21	859	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	167	75	58	65	38	53	907	32	21	859	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	35	176	79	61	68	40	56	955	34	22	904	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	176	79	61	68	40	56	955	34	22	904	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	176	79	61	68	40	56	955	34	22	904	101
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.84	1.00	0.47	0.53	1.00	0.11	1.89	1.00	0.05	1.95	1.00
Final Sat.:	280	1420	1700	802	898	1700	188	3212	1700	81	3319	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.05	0.04	0.08	0.02	0.03	0.30	0.02	0.01	0.27	0.06
Crit Moves:		****		****				****		****		

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 La Habra Blvd and Harbor Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	137	1192	93	271	717	114	265	577	81	106	622	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1192	93	271	717	114	265	577	81	106	622	354
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	1192	93	271	717	114	265	577	81	106	622	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	144	1255	98	285	755	120	279	607	85	112	655	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1255	98	285	755	120	279	607	85	112	655	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	1255	98	285	755	120	279	607	85	112	655	373
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.78	0.22	2.00	2.59	0.41	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	4731	369	3400	4400	700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.08	0.17	0.17	0.08	0.18	0.05	0.03	0.19	0.22
Crit Moves:		****			****			****				****

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 La Habra Blvd and Palm St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	146	319	120	119	136	61	89	628	85	65	810	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	319	120	119	136	61	89	628	85	65	810	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	319	120	119	136	61	89	628	85	65	810	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	154	336	126	125	143	64	94	661	89	68	853	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	336	126	125	143	64	94	661	89	68	853	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	154	336	126	125	143	64	94	661	89	68	853	257
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.38	0.62	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	2347	1053	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.07	0.07	0.06	0.06	0.06	0.19	0.05	0.04	0.25	0.15
Crit Moves:		****			****			****				****

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Lambert Road and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.778
Loss Time (sec): 5 Average Delay (sec/veh): 32.5
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	2	1 0	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	247	1267	273		239	1053	94		185	1044	195		352	926	191	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	247	1267	273		239	1053	94		185	1044	195		352	926	191	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	247	1267	273		239	1053	94		185	1044	195		352	926	191	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	260	1334	287		252	1108	99		195	1099	205		371	975	201	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	260	1334	287		252	1108	99		195	1099	205		371	975	201	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	260	1334	287		252	1108	99		195	1099	205		371	975	201	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.85		0.92	0.90	0.90		0.92	0.95	0.85		0.92	0.95	0.85	
Lanes:	2.00	3.00	1.00		2.00	2.75	0.25		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	5187	1615		3502	4705	420		3502	3610	1615		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.26	0.18		0.07	0.24	0.24		0.06	0.30	0.13		0.11	0.27	0.12	
Crit Moves:		****				****				****				****		
Green/Cycle:	0.10	0.33	0.33		0.09	0.32	0.32		0.09	0.39	0.39		0.14	0.44	0.44	
Volume/Cap:	0.73	0.78	0.54		0.78	0.73	0.73		0.62	0.78	0.32		0.78	0.62	0.28	
Delay/Veh:	51.3	32.5	28.4		55.8	31.8	31.8		47.5	29.5	21.5		49.7	22.4	18.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	51.3	32.5	28.4		55.8	31.8	31.8		47.5	29.5	21.5		49.7	22.4	18.3	
LOS by Move:	D	C	C		E	C	C		D	C	C		D	C	B	
HCM2kAvgQ:	4	13	7		4	12	12		4	17	4		6	12	4	

Note: Queue reported is the number of cars per lane.

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General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Lambert Road and Idaho St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	192	539	252		73	494	98		68	1220	173		222	1299	92	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	192	539	252		73	494	98		68	1220	173		222	1299	92	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	192	539	252		73	494	98		68	1220	173		222	1299	92	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	202	567	265		77	520	103		72	1284	182		234	1367	97	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	202	567	265		77	520	103		72	1284	182		234	1367	97	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	202	567	265		77	520	103		72	1284	182		234	1367	97	
OvlAdjVol:			148				67									
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1700	3400	1700		1700	3400	1700		3400	3400	1700		3400	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.17	0.16		0.05	0.15	0.06		0.02	0.38	0.11		0.07	0.40	0.06	
OvlAdjV/S:			0.09				0.04									
Crit Moves:	****					****				****				****		

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General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Lambert Road and Monte Vista St

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: F[86.4]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 1	0	1	0	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	0	0	4		5	1	42		72	1318		19	37	1511		51
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	0	0	4		5	1	42		72	1318		19	37	1511		51
Added Vol:	0	0	0		0	0	0		0	0		0	0	0		0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0
Initial Fut:	0	0	4		5	1	42		72	1318		19	37	1511		51
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	0	0	4		5	1	44		76	1387		20	39	1591		54
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
FinalVolume:	0	0	4		5	1	44		76	1387		20	39	1591		54
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	2413	3261	694		2514	3227	795		1644	xxxx	xxxxx		1407	xxxx	xxxxx	
Potent Cap.:	18	9	390		15	10	335		399	xxxx	xxxxx		491	xxxx	xxxxx	
Move Cap.:	11	7	390		12	7	335		399	xxxx	xxxxx		491	xxxx	xxxxx	
Volume/Cap:	0.00	0.00	0.01		0.45	0.14	0.13		0.19	xxxx	xxxx		0.08	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.0		xxxx	xxxx	0.5		0.7	xxxx	xxxxx		0.3	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	14.3		xxxxx	xxxx	17.4		16.1	xxxx	xxxxx		13.0	xxxx	xxxxx	
LOS by Move:	*	*	B		*	*	C		C	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	0	xxxx	xxxxx		11	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		1.3	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		569.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		F	*	*		*	*	*		*	*	*	
ApproachDel:	14.3				86.4				xxxxx				xxxxx			
ApproachLOS:	B				F				*				*			

Note: Queue reported is the number of cars per lane.

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Lambert Road and Walnut St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1! 0	0	0	0	1! 0	0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	66	109	41		42	87	42		64	1173		44	45	1391		47
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	66	109	41		42	87	42		64	1173		44	45	1391		47
Added Vol:	0	0	0		0	0	0		0	0		0	0	0		0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0
Initial Fut:	66	109	41		42	87	42		64	1173		44	45	1391		47
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	69	115	43		44	92	44		67	1235		46	47	1464		49
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	69	115	43		44	92	44		67	1235		46	47	1464		49
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	69	115	43		44	92	44		67	1235		46	47	1464		49
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700		1700	1700	1700		1700
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.31	0.50	0.19		0.24	0.51	0.25		1.00	1.93		0.07	1.00	1.93		0.07
Final Sat.:	519	858	323		418	865	418		1700	3277		123	1700	3289		111
Capacity Analysis Module:																
Vol/Sat:	0.04	0.13	0.13		0.03	0.11	0.11		0.04	0.38		0.38	0.03	0.45		0.45
Crit Moves:		****				****				****					****	

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Lambert Road and Euclid St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	102	589	94	55	336	81	118	987	77	119	1341	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	589	94	55	336	81	118	987	77	119	1341	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	589	94	55	336	81	118	987	77	119	1341	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	107	620	99	58	354	85	124	1039	81	125	1412	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	620	99	58	354	85	124	1039	81	125	1412	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	620	99	58	354	85	124	1039	81	125	1412	108
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	1.61	0.39	1.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1700	2932	468	1700	2740	660	1700	3154	246	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.03	0.13	0.13	0.07	0.33	0.33	0.07	0.42	0.06
Crit Moves:		****			****			****			****	

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Lambert Road and Cypress St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0	1! 0	0	1 0	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	16	106	57	36	78	56	70	1252	24	68	1553	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	106	57	36	78	56	70	1252	24	68	1553	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	106	57	36	78	56	70	1252	24	68	1553	41
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	17	112	0	38	82	59	74	1318	25	72	1635	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	112	0	38	82	59	74	1318	25	72	1635	43
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	112	0	38	82	59	74	1318	25	72	1635	43
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.87	1.00	0.21	0.46	0.33	1.00	1.96	0.04	1.00	1.95	0.05
Final Sat.:	223	1477	1700	360	780	560	1700	3336	64	1700	3313	87
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.00	0.11	0.11	0.11	0.04	0.40	0.40	0.04	0.49	0.49
Crit Moves:		****			****			****			****	

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Lambert Road and Harbor Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.911
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1 0	1	0	2	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	149	1031		88	177	667		181	203	1038		117	140	1276		270
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	149	1031		88	177	667		181	203	1038		117	140	1276		270
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	149	1031		88	177	667		181	203	1038		117	140	1276		270
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	157	1085		93	186	702		191	214	1093		123	147	1343		284
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	157	1085		93	186	702		191	214	1093		123	147	1343		284
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	157	1085		93	186	702		191	214	1093		123	147	1343		284
OvlAdjVol:																98
Saturation Flow Module:																
Sat/Lane:	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700		1700
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	2.76		0.24	1.00	2.36		0.64	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1700	4699		401	1700	4011		1089	1700	3400		1700	1700	3400		1700
Capacity Analysis Module:																
Vol/Sat:	0.09	0.23		0.23	0.11	0.18		0.18	0.13	0.32		0.07	0.09	0.40		0.17
OvlAdjV/S:																0.06
Crit Moves:		****				****				****				****		

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lambert Road and Palm St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	90	254		83	89	156		151	113	1016		56	61	1401		137
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	90	254		83	89	156		151	113	1016		56	61	1401		137
Added Vol:	0	0		0	0	0		0	0	0		0	0	0		0
PasserByVol:	0	0		0	0	0		0	0	0		0	0	0		0
Initial Fut:	90	254		83	89	156		151	113	1016		56	61	1401		137
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	95	267		87	94	164		159	119	1069		59	64	1475		144
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	95	267		87	94	164		159	119	1069		59	64	1475		144
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	95	267		87	94	164		159	119	1069		59	64	1475		144
Saturation Flow Module:																
Sat/Lane:	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700		1700
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.51		0.49	1.00	1.02		0.98	1.00	2.00		1.00	1.00	2.00		1.00
Final Sat.:	1700	2563		837	1700	1728		1672	1700	3400		1700	1700	3400		1700
Capacity Analysis Module:																
Vol/Sat:	0.06	0.10		0.10	0.06	0.10		0.10	0.07	0.31		0.03	0.04	0.43		0.08
Crit Moves:	****					****			****					****		

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Imperial Highway and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 5 Average Delay (sec/veh): 32.2
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 2	2	0 3	0 1	2	0 2	1 0	2	0 3	0 1
Volume Module:												
Base Vol:	310	1280	481	313	1024	180	186	962	221	471	853	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1280	481	313	1024	180	186	962	221	471	853	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	1280	481	313	1024	180	186	962	221	471	853	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	326	1347	506	329	1078	189	196	1013	233	496	898	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1347	506	329	1078	189	196	1013	233	496	898	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	1347	506	329	1078	189	196	1013	233	496	898	234
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.88	0.88	0.92	0.91	0.85
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	2.44	0.56	2.00	3.00	1.00
Final Sat.:	3502	5187	2842	3502	5187	1615	3502	4100	942	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.18	0.09	0.21	0.12	0.06	0.25	0.25	0.14	0.17	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.14	0.33	0.51	0.12	0.31	0.31	0.12	0.32	0.32	0.18	0.38	0.38
Volume/Cap:	0.66	0.78	0.35	0.78	0.66	0.38	0.46	0.78	0.78	0.78	0.46	0.39
Delay/Veh:	44.2	32.5	14.5	51.8	30.9	27.2	41.7	33.6	33.6	45.3	23.7	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	32.5	14.5	51.8	30.9	27.2	41.7	33.6	33.6	45.3	23.7	23.2
LOS by Move:	D	C	B	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	6	15	5	5	10	4	3	15	15	8	7	5

Note: Queue reported is the number of cars per lane.

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General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Imperial Highway and Idaho St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 5 Average Delay (sec/veh): 26.5
Optimal Cycle: 30 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 2	1 0
Volume Module:												
Base Vol:	253	599	162	149	468	202	225	1244	245	159	1210	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	599	162	149	468	202	225	1244	245	159	1210	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	599	162	149	468	202	225	1244	245	159	1210	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	266	631	171	157	493	213	237	1309	258	167	1274	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	631	171	157	493	213	237	1309	258	167	1274	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	631	171	157	493	213	237	1309	258	167	1274	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.91	0.85	0.92	0.89	0.89
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.57	0.43
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4341	732
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.11	0.04	0.14	0.13	0.07	0.25	0.16	0.05	0.29	0.29
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.28	0.28	0.07	0.23	0.23	0.11	0.50	0.50	0.10	0.49	0.49
Volume/Cap:	0.60	0.62	0.38	0.62	0.60	0.58	0.60	0.50	0.32	0.50	0.60	0.60
Delay/Veh:	43.7	32.6	29.5	49.9	36.0	36.9	44.9	16.7	14.9	44.2	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	32.6	29.5	49.9	36.0	36.9	44.9	16.7	14.9	44.2	19.1	19.1
LOS by Move:	D	C	C	D	D	D	D	B	B	D	B	B
HCM2kAvgQ:	5	10	4	2	7	6	3	9	4	2	12	12

Note: Queue reported is the number of cars per lane.

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General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Imperial Highway and Walnut St

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: F[90.4]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	1	0	0 0 1	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	20	0	126	156	1446	0	0	1460	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	126	156	1446	0	0	1460	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	126	156	1446	0	0	1460	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	21	0	133	164	1522	0	0	1537	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	21	0	133	164	1522	0	0	1537	124
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2435	xxxx	574	1661	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	27	xxxx	467	393	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	18	xxxx	467	393	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.16	xxxx	0.28	0.42	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	3.0	xxxx	1.2	2.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	560.5	xxxx	15.7	20.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	C	C	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			90.4			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

General Plan Update
City of La Habra
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Imperial Highway and Euclid St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 5 Average Delay (sec/veh): 26.2
Optimal Cycle: 30 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	0 1	2	0 1	1 0	2	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	302	629	168	72	453	68	134	1156	150	181	1226	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	629	168	72	453	68	134	1156	150	181	1226	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	629	168	72	453	68	134	1156	150	181	1226	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	318	662	177	76	477	72	141	1217	158	191	1291	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	662	177	76	477	72	141	1217	158	191	1291	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	318	662	177	76	477	72	141	1217	158	191	1291	94
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.93	0.93	0.92	0.89	0.89	0.92	0.90	0.90
Lanes:	2.00	2.00	1.00	2.00	1.74	0.26	2.00	2.66	0.34	2.00	2.80	0.20
Final Sat.:	3502	3610	1615	3502	3076	462	3502	4513	586	3502	4788	348
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.11	0.02	0.16	0.16	0.04	0.27	0.27	0.05	0.27	0.27
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.37	0.37	0.04	0.26	0.26	0.07	0.45	0.45	0.09	0.47	0.47
Volume/Cap:	0.60	0.50	0.30	0.50	0.60	0.60	0.57	0.60	0.60	0.60	0.57	0.57
Delay/Veh:	41.5	24.9	22.8	49.4	33.7	33.7	48.3	21.2	21.2	46.9	19.6	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	24.9	22.8	49.4	33.7	33.7	48.3	21.2	21.2	46.9	19.6	19.6
LOS by Move:	D	C	C	D	C	C	D	C	C	D	B	B
HCM2kAvgQ:	6	8	4	1	8	8	2	11	11	3	11	11

Note: Queue reported is the number of cars per lane.

General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Imperial Highway and Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 5 Average Delay (sec/veh): 7.8
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	3	0	2	1
Volume Module:												
Base Vol:	0	0	0	96	0	117	75	1251	0	0	1308	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	96	0	117	75	1251	0	0	1308	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	96	0	117	75	1251	0	0	1308	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	101	0	123	79	1317	0	0	1377	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	0	123	79	1317	0	0	1377	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	101	0	123	79	1317	0	0	1377	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.91	1.00	1.00	0.90	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.72	0.28
Final Sat.:	0	0	0	1805	0	1615	1805	5187	0	0	4636	478
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.08	0.04	0.25	0.00	0.00	0.30	0.30
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.17	0.00	0.17	0.79	0.78	0.00	0.00	0.68	0.68
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.44	0.23	0.33	0.00	0.00	0.44	0.44
Delay/Veh:	0.0	0.0	0.0	36.8	0.0	38.1	4.0	3.4	0.0	0.0	7.5	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.8	0.0	38.1	4.0	3.4	0.0	0.0	7.5	7.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	1	4	0	0	8	8

Note: Queue reported is the number of cars per lane.

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General Plan Update
City of La Habra
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Imperial Highway and Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 5 Average Delay (sec/veh): 28.4
Optimal Cycle: 28 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0
Volume Module:												
Base Vol:	286	792	188	166	538	165	195	931	226	277	1056	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	792	188	166	538	165	195	931	226	277	1056	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	792	188	166	538	165	195	931	226	277	1056	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	301	834	198	175	566	174	205	980	238	292	1112	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	834	198	175	566	174	205	980	238	292	1112	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	834	198	175	566	174	205	980	238	292	1112	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.88	0.88	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.41	0.59	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	4053	984	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.12	0.05	0.11	0.11	0.06	0.24	0.24	0.08	0.21	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.29	0.29	0.09	0.21	0.21	0.12	0.43	0.43	0.15	0.45	0.45
Volume/Cap:	0.52	0.56	0.43	0.56	0.52	0.51	0.47	0.56	0.56	0.56	0.47	0.28
Delay/Veh:	39.1	31.0	29.8	46.1	35.6	36.4	41.6	21.9	21.9	41.1	19.2	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	31.0	29.8	46.1	35.6	36.4	41.6	21.9	21.9	41.1	19.2	17.3
LOS by Move:	D	C	C	D	D	D	D	C	C	D	B	B
HCM2kAvgQ:	5	8	5	3	5	5	3	10	10	5	9	4

Note: Queue reported is the number of cars per lane.

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General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Scenario Report

Scenario:	Reasonable Forecast AM
Command:	Current GP AM
Volume:	Reasonable Forecast AM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whittier and Valley Home	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C
# 2 Whittier Blvd and Beach Blvd	B	xxxxx	0.643	C	xxxxx	0.739	+ 0.096 V/C
# 3 Whittier Blvd and Hacienda Blv	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
# 4 Whittier Blvd and Idaho St	F	xxxxx	1.174	E	xxxxx	0.973	-0.201 V/C
# 5 Whittier Blvd and Monte Vista	B	xxxxx	0.622	B	xxxxx	0.699	+ 0.077 V/C
# 6 Whittier Blvd and Walnut St	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000 V/C
# 7 Whittier Blvd and Euclid St	E	xxxxx	0.987	E	xxxxx	0.987	+ 0.000 V/C
# 8 Whittier Blvd and Cypress St	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000 V/C
# 9 Whittier Blvd and Harbor Blvd	E	xxxxx	0.922	E	xxxxx	0.922	+ 0.000 V/C
# 10 Whittier Blvd and Palm St	A	xxxxx	0.425	A	xxxxx	0.456	+ 0.031 V/C
# 11 La Habra Blvd and Valley Home	A	xxxxx	0.574	A	xxxxx	0.574	+ 0.000 V/C
# 12 La Habra Blvd and Beach Blvd	C	xxxxx	0.787	D	xxxxx	0.809	+ 0.022 V/C
# 13 La Habra Blvd and Idaho St	E	xxxxx	0.972	D	xxxxx	0.864	-0.108 V/C
# 14 La Habra Blvd and Monte Vista	B	xxxxx	0.624	C	xxxxx	0.717	+ 0.093 V/C
# 15 La Habra Blvd and Walnut St	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000 V/C
# 16 La Habra Blvd and Euclid St	C	xxxxx	0.788	C	xxxxx	0.788	+ 0.000 V/C
# 17 La Habra Blvd and Cypress St	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
# 18 La Habra Blvd and Harbor Blvd	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000 V/C
# 19 La Habra Blvd and Palm St	A	xxxxx	0.552	A	xxxxx	0.572	+ 0.020 V/C
# 20 Lambert Road and Beach Blvd	E	xxxxx	0.914	E	xxxxx	0.945	+ 0.031 V/C
# 21 Lambert Road and Idaho St	D	xxxxx	0.867	D	xxxxx	0.867	+ 0.000 V/C
# 22 Lambert Road and Monte Vista S	F	213.5	0.783	F	213.5	0.783	+ 0.000 D/V
# 23 Lambert Road and Walnut St	D	xxxxx	0.803	D	xxxxx	0.803	+ 0.000 V/C

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Lambert Road and Euclid St	D	xxxxx	0.835	D	xxxxx	0.835	+ 0.000 V/C
# 25 Lambert Road and Cypress St	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000 V/C
# 26 Lambert Road and Harbor Blvd	C	xxxxx	0.709	C	xxxxx	0.709	+ 0.000 V/C
# 27 Lambert Road and Palm St	E	xxxxx	0.941	D	xxxxx	0.894	-0.046 V/C
# 28 Imperial Highway and Beach Blv	D	xxxxx	0.842	D	xxxxx	0.842	+ 0.000 V/C
# 29 Imperial Highway and Idaho St	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000 V/C
# 30 Imperial Highway and Walnut St	F	448.2	4.056	F	448.2	4.056	+ 0.000 D/V
# 31 Imperial Highway and Euclid St	C	xxxxx	0.781	C	xxxxx	0.781	+ 0.000 V/C
# 32 Imperial Highway and Cypress S	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
# 33 Imperial Highway and Harbor Bl	D	xxxxx	0.868	D	xxxxx	0.868	+ 0.000 V/C

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Whittier and Valley Home

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	87	27	69	85	45	35	22	961	79	55	1375	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	27	69	85	45	35	22	961	79	55	1375	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	27	69	85	45	35	22	961	79	55	1375	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	92	28	73	89	47	37	23	1012	83	58	1447	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	28	73	89	47	37	23	1012	83	58	1447	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	28	73	89	47	37	23	1012	83	58	1447	26
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.24	1.00	0.52	0.27	0.21	1.00	1.85	0.15	1.00	1.96	0.04
Final Sat.:	1297	403	1700	876	464	361	1700	3142	258	1700	3339	61
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.04	0.05	0.10	0.10	0.01	0.32	0.32	0.03	0.43	0.43
Crit Moves:	****				****		****				****	

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Whittier Blvd and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	1	0	0 2	1	0	0	1 0	1	0	2	0 1	3	0	1	1 0
Volume Module:																
Base Vol:	481	3	505		5	11	3		8	817	406		879	1130	8	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	481	3	505		5	11	3		8	817	406		879	1130	8	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	50	0	0		0	0	0		0	0	100		100	0	0	
Initial Fut:	531	3	505		5	11	3		8	817	506		979	1130	8	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	559	3	532		5	12	3		8	860	533		1031	1189	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	559	3	532		5	12	3		8	860	533		1031	1189	8	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	559	3	532		5	12	3		8	860	533		1031	1189	8	
OvlAdjVol:			0													
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.99	0.01	2.00		1.00	0.79	0.21		1.00	2.00	1.00		3.00	1.99	0.01	
Final Sat.:	3381	19	3400		1700	1336	364		1700	3400	1700		5100	3376	24	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	0.16		0.00	0.01	0.01		0.00	0.25	0.31		0.20	0.35	0.35	
OvlAdjV/S:			0.00													
Crit Moves:	****				****						****	****				

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Whittier Blvd and Hacienda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	0 1	1	1	0	0 2	2	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	9	35	40		376	55	656		350	970	8		56	1355	228	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	9	35	40		376	55	656		350	970	8		56	1355	228	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	9	35	40		376	55	656		350	970	8		56	1355	228	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	9	37	42		396	58	691		368	1021	8		59	1426	240	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	9	37	42		396	58	691		368	1021	8		59	1426	240	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	9	37	42		396	58	691		368	1021	8		59	1426	240	
OvlAdjVol:							322									
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.20	0.80	1.00		1.74	0.26	2.00		2.00	1.98	0.02		1.00	2.00	1.00	
Final Sat.:	348	1352	1700		2966	434	3400		3400	3372	28		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.03	0.02		0.13	0.13	0.20		0.11	0.30	0.30		0.03	0.42	0.14	
OvlAdjV/S:							0.09									
Crit Moves:		****				****				****					****	

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Whittier Blvd and Idaho St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.973
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	169	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	495	18	272		25	51	20		13	1085	559		428	1405	15	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	495	18	272		25	51	20		13	1085	559		428	1405	15	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	-100	0	0		0	0	0		0	0	-150		-150	0	0	
Initial Fut:	395	18	272		25	51	20		13	1085	409		278	1405	15	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	416	19	286		26	54	21		14	1142	431		293	1479	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	416	19	286		26	54	21		14	1142	431		293	1479	16	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	416	19	286		26	54	21		14	1142	431		293	1479	16	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.06	0.94		1.00	0.72	0.28		1.00	1.45	0.55		1.00	1.98	0.02	
Final Sat.:	1700	106	1594		1700	1221	479		1700	2469	931		1700	3364	36	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.18	0.18		0.02	0.04	0.04		0.01	0.46	0.46		0.17	0.44	0.44	
Crit Moves:	****				****					****			****			

General Plan Update
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Whittier Blvd and Monte Vista St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Permitted				Permitted				Protected			
Rights:	Ovl				Ignore				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	0 1	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	124	0	137		1	0	3		3	1171	208		110	1512	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	124	0	137		1	0	3		3	1171	208		110	1512	1	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	50	0	0		0	0	0		0	0	50		50	0	0	
Initial Fut:	174	0	137		1	0	3		3	1171	258		160	1512	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.00		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	183	0	144		1	0	0		3	1233	272		168	1592	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	183	0	144		1	0	0		3	1233	272		168	1592	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	183	0	144		1	0	0		3	1233	272		168	1592	1	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		1.00	0.00	0.00		1.00	1.64	0.36		1.00	1.99	0.01	
Final Sat.:	1700	0	1700		1700	0	0		1700	2786	614		1700	3398	2	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.00	0.08		0.00	0.00	0.00		0.00	0.44	0.44		0.10	0.47	0.47	
Crit Moves:	****				****					****			****			

General Plan Update
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Whittier Blvd and Walnut St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 1	0	1	1 0	1	0	1 0
Volume Module:												
Base Vol:	58	87	93	168	91	48	61	1237	54	91	1436	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	87	93	168	91	48	61	1237	54	91	1436	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	87	93	168	91	48	61	1237	54	91	1436	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	92	98	177	96	51	64	1302	57	96	1512	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	92	98	177	96	51	64	1302	57	96	1512	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	92	98	177	96	51	64	1302	57	96	1512	57
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.48	0.52	1.00	0.65	0.35	1.00	1.92	0.08	1.00	1.93	0.07
Final Sat.:	1700	822	878	1700	1113	587	1700	3258	142	1700	3277	123
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.10	0.09	0.09	0.04	0.40	0.40	0.06	0.46	0.46
Crit Moves:		****			****			****			****	

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Whittier Blvd and Euclid St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.987
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 0	1	0	0 1	1	0	1 0	1	0	1 0
Volume Module:												
Base Vol:	240	45	258	34	99	131	74	1009	588	342	1360	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	45	258	34	99	131	74	1009	588	342	1360	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	45	258	34	99	131	74	1009	588	342	1360	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	253	47	272	36	104	138	78	1062	619	360	1432	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	47	272	36	104	138	78	1062	619	360	1432	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	47	272	36	104	138	78	1062	619	360	1432	18
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.84	0.16	1.00	0.26	0.74	1.00	1.00	1.26	0.74	1.00	1.98	0.02
Final Sat.:	1432	268	1700	435	1265	1700	1700	2148	1252	1700	3358	42
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.16	0.02	0.08	0.08	0.05	0.49	0.49	0.21	0.43	0.43
Crit Moves:	****				****			****		****		

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Whittier Blvd and Cypress St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	0 1	0	1	0	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	68	17	42		90	62	99		54	1034	65		109	1619	47	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	68	17	42		90	62	99		54	1034	65		109	1619	47	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	68	17	42		90	62	99		54	1034	65		109	1619	47	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	72	18	44		95	65	104		57	1088	68		115	1704	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	72	18	44		95	65	104		57	1088	68		115	1704	49	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	72	18	44		95	65	104		57	1088	68		115	1704	49	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.80	0.20	1.00		0.59	0.41	1.00		1.00	1.88	0.12		1.00	1.94	0.06	
Final Sat.:	1360	340	1700		1007	693	1700		1700	3199	201		1700	3304	96	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.05	0.03		0.06	0.09	0.06		0.03	0.34	0.34		0.07	0.52	0.52	
Crit Moves:	****					****			****					****		

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Whittier Blvd and Harbor Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.922
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	1	1 0	1	0	2	0 1	2	0	1	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	353	451	90		123	1171	1021		447	271	436		59	355	65	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	353	451	90		123	1171	1021		447	271	436		59	355	65	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	353	451	90		123	1171	1021		447	271	436		59	355	65	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	372	475	95		129	1233	1075		471	285	459		62	374	68	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	372	475	95		129	1233	1075		471	285	459		62	374	68	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	372	475	95		129	1233	1075		471	285	459		62	374	68	
OvlAdjVol:							839				273					
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	1.67	0.33		1.00	2.00	1.00		2.00	1.00	1.00		1.00	1.69	0.31	
Final Sat.:	3400	2834	566		1700	3400	1700		3400	1700	1700		1700	2874	526	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.17	0.17		0.08	0.36	0.63		0.14	0.17	0.27		0.04	0.13	0.13	
OvlAdjV/S:							0.49				0.16					
Crit Moves:	****						****	****						****		

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Whittier Blvd and Palm St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.456
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0	1	0 1	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	137	107	18	17	124	66	67	118	163	29	165	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	107	18	17	124	66	67	118	163	29	165	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	25	0	0	0	50	25	0	0
Initial Fut:	137	107	18	17	149	66	67	118	213	54	165	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	144	113	19	18	157	69	71	124	224	57	174	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	113	19	18	157	69	71	124	224	57	174	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	113	19	18	157	69	71	124	224	57	174	16
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.41	0.07	0.07	0.65	0.28	1.00	1.00	1.00	0.25	0.75	1.00
Final Sat.:	889	694	117	125	1092	484	1700	1700	1700	419	1281	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.01	0.14	0.14	0.04	0.07	0.13	0.03	0.14	0.01
Crit Moves:	****				****		****				****	

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 La Habra Blvd and Valley Home Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.574
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	6	0	5	74	2	124	87	726	4	1	1038	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	5	74	2	124	87	726	4	1	1038	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	5	74	2	124	87	726	4	1	1038	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	6	0	5	78	2	131	92	764	4	1	1093	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	5	78	2	131	92	764	4	1	1093	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	5	78	2	131	92	764	4	1	1093	72
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.55	0.00	0.45	0.37	0.01	0.62	1.00	1.99	0.01	1.00	1.88	0.12
Final Sat.:	927	0	773	629	17	1054	1700	3381	19	1700	3191	209
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.05	0.12	0.12	0.05	0.23	0.23	0.00	0.34	0.34
Crit Moves:	****				****		****				****	

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 La Habra Blvd and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	1	0 3	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	260	905	403	94	1155	127	119	574	122	313	709	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	905	403	94	1155	127	119	574	122	313	709	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	25	150	25	50	0	0	0	0	0
Initial Fut:	260	905	403	119	1305	152	169	574	122	313	709	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	274	953	424	125	1374	160	178	604	128	329	746	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	953	424	125	1374	160	178	604	128	329	746	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	953	424	125	1374	160	178	604	128	329	746	89
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.08	0.92	1.00	3.00	1.00	1.00	1.65	0.35	1.00	1.79	0.21
Final Sat.:	3400	3529	1571	1700	5100	1700	1700	2804	596	1700	3036	364
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.07	0.27	0.09	0.10	0.22	0.22	0.19	0.25	0.25
Crit Moves:	****				****			****		****		

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 La Habra Blvd and Idaho St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	54	456	140	180	628	293	358	580	72	184	878	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	456	140	180	628	293	358	580	72	184	878	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	-75	-175	-50	-100	0	0	0	0	0
Initial Fut:	54	456	140	105	453	243	258	580	72	184	878	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	57	480	147	111	477	256	272	611	76	194	924	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	480	147	111	477	256	272	611	76	194	924	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	480	147	111	477	256	272	611	76	194	924	119
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.30	0.70	1.00	1.78	0.22	1.00	1.77	0.23
Final Sat.:	1700	1700	1700	1700	2213	1187	1700	3025	375	1700	3012	388
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.09	0.07	0.22	0.22	0.16	0.20	0.20	0.11	0.31	0.31
Crit Moves:		****		****			****				****	

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 La Habra Blvd and Monte Vista St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	1	0	1	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	21	76	54	143	71	127	37	671	39	34	941	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	76	54	143	71	127	37	671	39	34	941	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	50	25	25	50	0	0	0	0	0
Initial Fut:	21	76	54	193	96	152	87	671	39	34	941	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	22	80	57	203	101	160	92	706	41	36	991	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	80	57	203	101	160	92	706	41	36	991	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	80	57	203	101	160	92	706	41	36	991	85
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	1.00	0.44	0.22	0.34	0.22	1.68	0.10	0.06	1.79	0.15
Final Sat.:	368	1332	1700	744	370	586	371	2862	166	109	3030	261
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.03	0.12	0.27	0.27	0.05	0.25	0.25	0.02	0.33	0.33
Crit Moves:	****			****			****				****	

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 La Habra Blvd and Walnut St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	49	142	40	111	163	78	59	751	66	51	848	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	142	40	111	163	78	59	751	66	51	848	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	142	40	111	163	78	59	751	66	51	848	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	149	42	117	172	82	62	791	69	54	893	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	149	42	117	172	82	62	791	69	54	893	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	149	42	117	172	82	62	791	69	54	893	94
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.62	0.17	0.32	0.46	0.22	1.00	1.84	0.16	1.00	1.81	0.19
Final Sat.:	361	1045	294	536	787	377	1700	3125	275	1700	3077	323
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.07	0.22	0.22	0.04	0.25	0.25	0.03	0.29	0.29
Crit Moves:	****			****			****				****	

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 La Habra Blvd and Euclid St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	105	388	92	222	765	160	177	612	133	89	797	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	388	92	222	765	160	177	612	133	89	797	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	388	92	222	765	160	177	612	133	89	797	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	408	97	234	805	168	186	644	140	94	839	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	408	97	234	805	168	186	644	140	94	839	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	408	97	234	805	168	186	644	140	94	839	104
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.65	0.35	1.00	1.64	0.36	1.00	1.78	0.22
Final Sat.:	1700	3400	1700	1700	2812	588	1700	2793	607	1700	3024	376
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.06	0.14	0.29	0.29	0.11	0.23	0.23	0.06	0.28	0.28
Crit Moves:	****				****		****				****	

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 La Habra Blvd and Cypress St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	1 0	0 1	0	1 1	0 1	0	1 1	0 1
Volume Module:												
Base Vol:	15	52	37	76	196	61	35	908	101	63	893	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	52	37	76	196	61	35	908	101	63	893	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	52	37	76	196	61	35	908	101	63	893	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	55	39	80	206	64	37	956	106	66	940	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	55	39	80	206	64	37	956	106	66	940	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	55	39	80	206	64	37	956	106	66	940	28
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	1.00	0.28	0.72	1.00	0.07	1.93	1.00	0.13	1.87	1.00
Final Sat.:	381	1319	1700	475	1225	1700	126	3274	1700	224	3176	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.02	0.05	0.17	0.04	0.02	0.29	0.06	0.04	0.30	0.02
Crit Moves:	****				****			****		****		

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 La Habra Blvd and Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	102	521	77	342	1323	158	209	627	155	131	625	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	521	77	342	1323	158	209	627	155	131	625	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	521	77	342	1323	158	209	627	155	131	625	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	107	548	81	360	1393	166	220	660	163	138	658	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	548	81	360	1393	166	220	660	163	138	658	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	548	81	360	1393	166	220	660	163	138	658	207
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.61	0.39	2.00	2.68	0.32	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	4443	657	3400	4556	544	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.11	0.31	0.31	0.06	0.19	0.10	0.04	0.19	0.12
Crit Moves:	****				****		****				****	

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 La Habra Blvd and Palm St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	88	187	106	139	393	46	77	696	379	106	700	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	187	106	139	393	46	77	696	379	106	700	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	50	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	187	106	139	393	46	77	696	379	106	700	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	145	197	112	146	414	48	81	733	399	112	737	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	197	112	146	414	48	81	733	399	112	737	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	197	112	146	414	48	81	733	399	112	737	73
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.79	0.21	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	3044	356	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.07	0.09	0.14	0.14	0.05	0.22	0.23	0.07	0.22	0.04
Crit Moves:	****				****				****	****		

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Lambert Road and Beach Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.945
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	123	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	259	894	242	173	1255	363	286	1028	192	424	1059	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	894	242	173	1255	363	286	1028	192	424	1059	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	100	0	0	0	0
Initial Fut:	259	894	242	173	1255	363	286	1128	192	424	1059	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	273	941	255	182	1321	382	301	1187	202	446	1115	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	941	255	182	1321	382	301	1187	202	446	1115	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	941	255	182	1321	382	301	1187	202	446	1115	167
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.33	0.67	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	3956	1144	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.15	0.05	0.33	0.33	0.09	0.35	0.12	0.13	0.33	0.10
Crit Moves:	****				****			****		****		

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Lambert Road and Idaho St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.867
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	153	359	153	167	687	165	179	1436	117	211	1282	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	359	153	167	687	165	179	1436	117	211	1282	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	359	153	167	687	165	179	1436	117	211	1282	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	161	378	161	176	723	174	188	1512	123	222	1349	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	378	161	176	723	174	188	1512	123	222	1349	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	378	161	176	723	174	188	1512	123	222	1349	117
OvlAdjVol:			50			79						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.09	0.10	0.21	0.10	0.06	0.44	0.07	0.07	0.40	0.07
OvlAdjV/S:			0.03			0.05						
Crit Moves:	****				****			****		****		

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Lambert Road and Monte Vista St

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: F[213.5]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	1	0	0 1	0	1	0	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	6	0	18		9	0	108		50	1615		5	6	1430		47
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	6	0	18		9	0	108		50	1615		5	6	1430		47
Added Vol:	0	0	0		0	0	0		0	0		0	0	0		0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0
Initial Fut:	6	0	18		9	0	108		50	1615		5	6	1430		47
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	6	0	19		9	0	114		53	1700		5	6	1505		49
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
FinalVolume:	6	0	19		9	0	114		53	1700		5	6	1505		49
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	2571	3373	850		2473	3328	753		1555	xxxx	xxxxx		1705	xxxx	xxxxx	
Potent Cap.:	13	8	308		16	8	357		432	xxxx	xxxxx		378	xxxx	xxxxx	
Move Cap.:	8	7	308		13	7	357		432	xxxx	xxxxx		378	xxxx	xxxxx	
Volume/Cap:	0.78	0.00	0.06		0.72	0.00	0.32		0.12	xxxx	xxxx		0.02	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.2		xxxx	xxxx	1.3		0.4	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	17.5		xxxxx	xxxx	19.7		14.5	xxxx	xxxxx		14.7	xxxx	xxxxx	
LOS by Move:	*	*	C		*	*	C		B	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	8	xxxx	xxxxx		13	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	1.4	xxxx	xxxxx		1.7	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	801.6	xxxx	xxxxx		517.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	F	*	*		F	*	*		*	*	*		*	*	*	
ApproachDel:	213.5				58.0				xxxxx				xxxxx			
ApproachLOS:	F				F				*				*			

Note: Queue reported is the number of cars per lane.

General Plan Update
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Lambert Road and Walnut St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.803
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1! 0	0	0	0	1! 0	0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	45	78	107		81	221	43		40	1454		59	69	1236		35
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	45	78	107		81	221	43		40	1454		59	69	1236		35
Added Vol:	0	0	0		0	0	0		0	0		0	0	0		0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0
Initial Fut:	45	78	107		81	221	43		40	1454		59	69	1236		35
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	47	82	113		85	233	45		42	1531		62	73	1301		37
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	47	82	113		85	233	45		42	1531		62	73	1301		37
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	47	82	113		85	233	45		42	1531		62	73	1301		37
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700		1700	1700	1700		1700
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.20	0.34	0.46		0.23	0.65	0.12		1.00	1.92		0.08	1.00	1.94		0.06
Final Sat.:	333	577	791		399	1089	212		1700	3267		133	1700	3306		94
Capacity Analysis Module:																
Vol/Sat:	0.03	0.14	0.14		0.05	0.21	0.21		0.02	0.47		0.47	0.04	0.39		0.39
Crit Moves:	****					****				****			****			

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Lambert Road and Euclid St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.835
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	58	378	99	77	543	83	162	1389	159	123	1121	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	378	99	77	543	83	162	1389	159	123	1121	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	378	99	77	543	83	162	1389	159	123	1121	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	398	104	81	572	87	171	1462	167	129	1180	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	398	104	81	572	87	171	1462	167	129	1180	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	398	104	81	572	87	171	1462	167	129	1180	94
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.58	0.42	1.00	1.73	0.27	1.00	1.79	0.21	1.00	2.00	1.00
Final Sat.:	1700	2694	706	1700	2949	451	1700	3051	349	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.05	0.19	0.19	0.10	0.48	0.48	0.08	0.35	0.06
Crit Moves:	****			****			****			****		

General Plan Update
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Lambert Road and Cypress St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	13	43	63	125	114	93	105	1562	33	89	1348	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	43	63	125	114	93	105	1562	33	89	1348	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	43	63	125	114	93	105	1562	33	89	1348	77
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	45	0	132	120	98	111	1644	35	94	1419	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	45	0	132	120	98	111	1644	35	94	1419	81
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	45	0	132	120	98	111	1644	35	94	1419	81
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.77	1.00	0.52	0.48	1.00	1.00	1.96	0.04	1.00	1.89	0.11
Final Sat.:	395	1305	1700	889	811	1700	1700	3330	70	1700	3216	184
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.15	0.15	0.06	0.07	0.49	0.49	0.06	0.44	0.44
Crit Moves:	****			****			****			****		

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Lambert Road and Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 2	1 0	2	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	92	427	212	463	1047	267	140	1422	103	109	1279	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	427	212	463	1047	267	140	1422	103	109	1279	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	427	212	463	1047	267	140	1422	103	109	1279	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	97	449	223	487	1102	281	147	1497	108	115	1346	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	449	223	487	1102	281	147	1497	108	115	1346	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	449	223	487	1102	281	147	1497	108	115	1346	267
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.39	0.61	2.00	2.80	0.20	2.00	2.50	0.50
Final Sat.:	3400	5100	1700	3400	4064	1036	3400	4756	344	3400	4255	845
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.13	0.14	0.27	0.27	0.04	0.31	0.31	0.03	0.32	0.32
Crit Moves:	****			****			****				****	

General Plan Update
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lambert Road and Palm St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	136	254	102	93	305	351	231	1649	191	127	1077	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	254	102	93	305	351	231	1649	191	127	1077	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	-50	0	0	0	0	0	0	-50	0	0	0	0
Initial Fut:	86	254	102	93	305	351	231	1599	191	127	1077	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	91	267	107	98	321	369	243	1683	201	134	1134	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	267	107	98	321	369	243	1683	201	134	1134	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	267	107	98	321	369	243	1683	201	134	1134	61
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.43	0.57	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2426	974	1700	1700	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.06	0.19	0.22	0.14	0.50	0.12	0.08	0.33	0.04
Crit Moves:	****						****		****		****	

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Imperial Highway and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 2	2	0 3	0 1	2	0 2	1 0	2	0 3	0 1
Volume Module:												
Base Vol:	231	788	361	321	1292	257	143	1303	203	461	1444	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	788	361	321	1292	257	143	1303	203	461	1444	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	788	361	321	1292	257	143	1303	203	461	1444	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	243	829	380	338	1360	271	151	1372	214	485	1520	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	829	380	338	1360	271	151	1372	214	485	1520	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	829	380	338	1360	271	151	1372	214	485	1520	269
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	2.60	0.40	2.00	3.00	1.00
Final Sat.:	3400	5100	3400	3400	5100	1700	3400	4413	687	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.11	0.10	0.27	0.16	0.04	0.31	0.31	0.14	0.30	0.16
OvlAdjV/S:			0.00									
Crit Moves:	****			****			****			****		

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Imperial Highway and Idaho St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 2	1 0
Volume Module:												
Base Vol:	360	399	208	158	735	203	90	1498	313	184	1685	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	360	399	208	158	735	203	90	1498	313	184	1685	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	399	208	158	735	203	90	1498	313	184	1685	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	379	420	219	166	774	214	95	1577	329	194	1774	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	420	219	166	774	214	95	1577	329	194	1774	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	379	420	219	166	774	214	95	1577	329	194	1774	91
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.85	0.15
Final Sat.:	3400	3400	1700	3400	3400	1700	3400	5100	1700	3400	4852	248
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.13	0.05	0.23	0.13	0.03	0.31	0.19	0.06	0.37	0.37
Crit Moves:	****				****		****				****	

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Imperial Highway and Walnut St

Average Delay (sec/veh): 37.6 Worst Case Level Of Service: F[448.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	1	0	0 0 1	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	78	0	241	71	1774	0	0	1628	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	78	0	241	71	1774	0	0	1628	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	78	0	241	71	1774	0	0	1628	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	82	0	254	75	1867	0	0	1714	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	82	0	254	75	1867	0	0	1714	44
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2508	xxxx	593	1758	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	24	xxxx	454	361	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	20	xxxx	454	361	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	4.06	xxxx	0.56	0.21	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	10.6	xxxx	3.4	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	1763	xxxx	22.5	17.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	C	C	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			448.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Imperial Highway and Euclid St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	0 1	2	0	1 1 0	2	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	162	425	141	127	785	36	90	1450	280	224	1429	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	425	141	127	785	36	90	1450	280	224	1429	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	425	141	127	785	36	90	1450	280	224	1429	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	171	447	148	134	826	38	95	1526	295	236	1504	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	447	148	134	826	38	95	1526	295	236	1504	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	447	148	134	826	38	95	1526	295	236	1504	87
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.91	0.09	2.00	2.51	0.49	2.00	2.84	0.16
Final Sat.:	3400	3400	1700	3400	3251	149	3400	4275	825	3400	4820	280
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.09	0.04	0.25	0.25	0.03	0.36	0.36	0.07	0.31	0.31
Crit Moves:	****				****			****			****	

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #32 Imperial Highway and Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	3	0	0	2	1	0
Volume Module:												
Base Vol:	0	0	0	110	0	89	41	1668	0	0	1696	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	110	0	89	41	1668	0	0	1696	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	110	0	89	41	1668	0	0	1696	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	116	0	94	43	1756	0	0	1785	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	116	0	94	43	1756	0	0	1785	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	116	0	94	43	1756	0	0	1785	81
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.87	0.13
Final Sat.:	0	0	0	1700	0	1700	1700	5100	0	0	4879	221
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.06	0.03	0.34	0.00	0.00	0.37	0.37
Crit Moves:				****			****				****	

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #33 Imperial Highway and Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	2	1	0	2	0	3	0	1
Volume Module:												
Base Vol:	443	711	279	107	1047	135	134	872	599	303	1095	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	711	279	107	1047	135	134	872	599	303	1095	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	711	279	107	1047	135	134	872	599	303	1095	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	466	748	294	113	1102	142	141	918	631	319	1153	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	466	748	294	113	1102	142	141	918	631	319	1153	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	466	748	294	113	1102	142	141	918	631	319	1153	101
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	3400	3400	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.17	0.03	0.22	0.08	0.04	0.27	0.37	0.09	0.23	0.06
Crit Moves:	****				****				****	****		

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Scenario Report

Scenario:	Reasonable Forecast AM
Command:	Current GP AM
Volume:	Reasonable Forecast AM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whittier and Valley Home	A	9.6	0.563	A	9.6	0.563	+ 0.000 D/V
# 2 Whittier Blvd and Beach Blvd	C	21.3	0.621	C	22.9	0.726	+ 1.513 D/V
# 3 Whittier Blvd and Hacienda Blv	C	23.4	0.768	C	23.4	0.768	+ 0.000 D/V
# 4 Whittier Blvd and Idaho St	F	90.3	1.218	D	38.9	0.987	-51.442 D/V
# 5 Whittier Blvd and Monte Vista	A	9.8	0.595	B	12.1	0.656	+ 2.303 D/V
# 6 Whittier Blvd and Walnut St	B	13.4	0.656	B	13.4	0.656	+ 0.000 D/V
# 7 Whittier Blvd and Euclid St	D	45.0	1.028	D	45.0	1.028	+ 0.000 D/V
# 8 Whittier Blvd and Cypress St	A	9.1	0.638	A	9.1	0.638	+ 0.000 D/V
# 9 Whittier Blvd and Harbor Blvd	D	37.2	0.944	D	37.2	0.944	+ 0.000 D/V
# 10 Whittier Blvd and Palm St	B	17.3	0.326	B	17.1	0.354	-0.183 D/V
# 12 La Habra Blvd and Beach Blvd	C	33.2	0.762	C	34.7	0.777	+ 1.460 D/V
# 20 Lambert Road and Beach Blvd	D	37.1	0.889	D	38.7	0.920	+ 1.571 D/V
# 28 Imperial Highway and Beach Blv	C	31.7	0.823	C	31.7	0.823	+ 0.000 D/V
# 29 Imperial Highway and Idaho St	C	28.5	0.749	C	28.5	0.749	+ 0.000 D/V
# 30 Imperial Highway and Walnut St	F	448.2	4.056	F	448.2	4.056	+ 0.000 D/V
# 31 Imperial Highway and Euclid St	C	26.9	0.755	C	26.9	0.755	+ 0.000 D/V
# 32 Imperial Highway and Cypress S	A	5.6	0.474	A	5.6	0.474	+ 0.000 D/V
# 33 Imperial Highway and Harbor Bl	C	32.4	0.869	C	32.4	0.869	+ 0.000 D/V

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Whittier and Valley Home

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 5 Average Delay (sec/veh): 9.6
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	87	27	69	85	45	35	22	961	79	55	1375	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	27	69	85	45	35	22	961	79	55	1375	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	27	69	85	45	35	22	961	79	55	1375	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	92	28	73	89	47	37	23	1012	83	58	1447	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	28	73	89	47	37	23	1012	83	58	1447	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	28	73	89	47	37	23	1012	83	58	1447	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.66	0.85	0.73	0.73	0.73	0.13	0.94	0.94	0.22	0.95	0.95
Lanes:	0.76	0.24	1.00	0.52	0.27	0.21	1.00	1.85	0.15	1.00	1.96	0.04
Final Sat.:	956	297	1615	716	379	295	255	3299	271	426	3535	64
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.04	0.13	0.13	0.13	0.09	0.31	0.31	0.14	0.41	0.41
Crit Moves:					****						****	
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.43	0.43	0.20	0.56	0.56	0.56	0.12	0.42	0.42	0.19	0.56	0.56
Delay/Veh:	34.5	34.5	32.0	36.9	36.9	36.9	4.4	5.5	5.5	4.6	6.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	34.5	32.0	36.9	36.9	36.9	4.4	5.5	5.5	4.6	6.6	6.6
LOS by Move:	C	C	C	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	2	5	5	5	0	7	7	1	11	11

Note: Queue reported is the number of cars per lane.

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General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Whittier Blvd and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 5 Average Delay (sec/veh): 22.9
Optimal Cycle: 42 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	2	1	0	0	1	0	1	0	2	0	1	3	0	1	1	0
Volume Module:												
Base Vol:	481	3	505	5	11	3	8	817	406	879	1130	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	481	3	505	5	11	3	8	817	406	879	1130	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	50	0	0	0	0	0	0	0	100	100	0	0
Initial Fut:	531	3	505	5	11	3	8	817	506	979	1130	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	559	3	532	5	12	3	8	860	533	1031	1189	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	3	532	5	12	3	8	860	533	1031	1189	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	559	3	532	5	12	3	8	860	533	1031	1189	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.75	0.95	0.97	0.97	0.95	0.95	0.85	0.92	0.95	0.95
Lanes:	1.99	0.01	2.00	1.00	0.79	0.21	1.00	2.00	1.00	3.00	1.99	0.01
Final Sat.:	3601	20	2842	1805	1445	394	1805	3610	1615	5253	3581	25
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.19	0.00	0.01	0.01	0.00	0.24	0.33	0.20	0.33	0.33
Crit Moves:		****				****			****	****		
Green/Cycle:	0.21	0.21	0.48	0.01	0.01	0.01	0.01	0.45	0.45	0.27	0.71	0.71
Volume/Cap:	0.73	0.73	0.39	0.26	0.73	0.73	0.46	0.52	0.73	0.73	0.46	0.46
Delay/Veh:	40.0	40.0	16.5	56.0	131	130.6	66.9	19.8	25.8	35.0	6.2	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.0	40.0	16.5	56.0	131	130.6	66.9	19.8	25.8	35.0	6.2	6.2
LOS by Move:	D	D	B	E	F	F	E	B	C	D	A	A
HCM2kAvgQ:	8	8	6	0	1	1	0	10	13	10	8	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Whittier Blvd and Hacienda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 5 Average Delay (sec/veh): 23.4
Optimal Cycle: 48 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	0 1	1	1	0	0 2	2	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	9	35	40		376	55	656		350	970		8	56	1355		228
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	9	35	40		376	55	656		350	970		8	56	1355		228
Added Vol:	0	0	0		0	0	0		0	0		0	0	0		0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	0		0
Initial Fut:	9	35	40		376	55	656		350	970		8	56	1355		228
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	9	37	42		396	58	691		368	1021		8	59	1426		240
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	9	37	42		396	58	691		368	1021		8	59	1426		240
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	9	37	42		396	58	691		368	1021		8	59	1426		240
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900
Adjustment:	0.96	0.96	0.85		0.52	0.52	0.75		0.92	0.95		0.95	0.95	0.95		0.85
Lanes:	0.20	0.80	1.00		1.74	0.26	2.00		2.00	1.98		0.02	1.00	2.00		1.00
Final Sat.:	374	1455	1615		1727	253	2842		3502	3577		30	1805	3610		1615
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.03		0.23	0.23	0.24		0.11	0.29		0.29	0.03	0.40		0.15
Crit Moves:						****			****					****		
Green/Cycle:	0.30	0.30	0.30		0.30	0.30	0.44		0.14	0.58		0.58	0.07	0.51		0.51
Volume/Cap:	0.08	0.08	0.09		0.77	0.77	0.56		0.77	0.49		0.49	0.49	0.77		0.29
Delay/Veh:	25.3	25.3	25.3		38.0	38.0	21.6		49.0	12.2		12.2	48.1	21.5		14.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	25.3	25.3	25.3		38.0	38.0	21.6		49.0	12.2		12.2	48.1	21.5		14.0
LOS by Move:	C	C	C		D	D	C		D	B		B	D	C		B
HCM2kAvgQ:	1	1	1		8	8	9		6	9		9	2	18		4

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Whittier Blvd and Idaho St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.987
Loss Time (sec): 5 Average Delay (sec/veh): 38.9
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	495	18	272		25	51	20		13	1085		559	428	1405		15
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	495	18	272		25	51	20		13	1085		559	428	1405		15
Added Vol:	0	0	0		0	0	0		0	0		0	0	0		0
PasserByVol:	-100	0	0		0	0	0		0	0		-150	-150	0		0
Initial Fut:	395	18	272		25	51	20		13	1085		409	278	1405		15
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	416	19	286		26	54	21		14	1142		431	293	1479		16
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	416	19	286		26	54	21		14	1142		431	293	1479		16
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	416	19	286		26	54	21		14	1142		431	293	1479		16
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900
Adjustment:	0.68	0.86	0.86		0.36	0.96	0.96		0.95	0.91		0.91	0.95	0.95		0.95
Lanes:	1.00	0.06	0.94		1.00	0.72	0.28		1.00	1.45		0.55	1.00	1.98		0.02
Final Sat.:	1294	101	1531		680	1307	513		1805	2514		948	1805	3565		38
Capacity Analysis Module:																
Vol/Sat:	0.32	0.19	0.19		0.04	0.04	0.04		0.01	0.45		0.45	0.16	0.41		0.41
Crit Moves:	****									****			****			
Green/Cycle:	0.33	0.33	0.33		0.33	0.33	0.33		0.01	0.46		0.46	0.16	0.61		0.61
Volume/Cap:	0.99	0.57	0.57		0.12	0.13	0.13		0.68	0.99		0.99	0.99	0.68		0.68
Delay/Veh:	73.8	29.5	29.5		23.9	23.8	23.8		114.0	46.1		46.1	90.2	13.6		13.6
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	73.8	29.5	29.5		23.9	23.8	23.8		114.0	46.1		46.1	90.2	13.6		13.6
LOS by Move:	E	C	C		C	C	C		F	D		D	F	B		B
HCM2kAvgQ:	15	7	7		1	2	2		0	30		30	11	16		16

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Whittier Blvd and Monte Vista St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	5	Average Delay (sec/veh):	12.1
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1!	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	124	0	137	1	0	3	3	1171	208	110	1512	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	0	137	1	0	3	3	1171	208	110	1512	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	50	0	0	0	0	0	0	0	50	50	0	0
Initial Fut:	174	0	137	1	0	3	3	1171	258	160	1512	1
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	183	0	144	1	0	0	3	1233	272	168	1592	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	0	144	1	0	0	3	1233	272	168	1592	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	0	144	1	0	0	3	1233	272	168	1592	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.12	0.92	0.92	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.64	0.36	1.00	1.99	0.01
Final Sat.:	1805	0	1615	1900	0	0	224	2878	634	1805	3608	2
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.09	0.00	0.00	0.00	0.01	0.43	0.43	0.09	0.44	0.44
Crit Moves:	****				****			****			****	
Green/Cycle:	0.15	0.00	0.30	0.00	0.00	0.00	0.65	0.65	0.65	0.14	0.80	0.80
Volume/Cap:	0.66	0.00	0.30	xxxx	0.00	0.00	0.02	0.66	0.66	0.66	0.55	0.55
Delay/Veh:	45.3	0.0	27.5	0.0	0.0	0.0	6.2	11.2	11.2	46.6	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	0.0	27.5	0.0	0.0	0.0	6.2	11.2	11.2	46.6	4.0	4.0
LOS by Move:	D	A	C	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	5	0	3	0	0	0	0	14	14	5	9	9

Note: Queue reported is the number of cars per lane.

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Intersection #6 Whittier Blvd and Walnut St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	5	Average Delay (sec/veh):	13.4
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	58	87	93	168	91	48	61	1237	54	91	1436	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	87	93	168	91	48	61	1237	54	91	1436	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	87	93	168	91	48	61	1237	54	91	1436	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	61	92	98	177	96	51	64	1302	57	96	1512	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	92	98	177	96	51	64	1302	57	96	1512	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	92	98	177	96	51	64	1302	57	96	1512	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.57	0.92	0.92	0.92	0.50	0.95	0.95	0.10	0.94	0.94	0.14	0.95	0.95
Lanes:	1.00	0.48	0.52	1.00	0.65	0.35	1.00	1.92	0.08	1.00	1.93	0.07
Final Sat.:	1083	847	905	950	1179	622	188	3438	150	268	3462	130
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.19	0.08	0.08	0.34	0.38	0.38	0.36	0.44	0.44
Crit Moves:				****							****	
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.67	0.67	0.67	0.67	0.67	0.67
Volume/Cap:	0.20	0.38	0.38	0.66	0.29	0.29	0.51	0.57	0.57	0.54	0.66	0.66
Delay/Veh:	27.5	29.2	29.2	37.2	28.2	28.2	12.0	9.3	9.3	11.9	10.6	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	29.2	29.2	37.2	28.2	28.2	12.0	9.3	9.3	11.9	10.6	10.6
LOS by Move:	C	C	C	D	C	C	B	A	A	B	B	B
HCM2kAvgQ:	1	5	5	6	4	4	1	12	12	2	15	15

Note: Queue reported is the number of cars per lane.

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Intersection #7 Whittier Blvd and Euclid St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.028
Loss Time (sec):	5	Average Delay (sec/veh):	45.0
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1	1	0	1	0
Volume Module:												
Base Vol:	240	45	258	34	99	131	74	1009	588	342	1360	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	45	258	34	99	131	74	1009	588	342	1360	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	45	258	34	99	131	74	1009	588	342	1360	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	253	47	272	36	104	138	78	1062	619	360	1432	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	47	272	36	104	138	78	1062	619	360	1432	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	47	272	36	104	138	78	1062	619	360	1432	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.56	0.56	0.85	0.76	0.76	0.85	0.95	0.90	0.90	0.95	0.95	0.95
Lanes:	0.84	0.16	1.00	0.26	0.74	1.00	1.00	1.26	0.74	1.00	1.98	0.02
Final Sat.:	888	167	1615	367	1069	1615	1805	2155	1256	1805	3558	44
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.17	0.10	0.10	0.09	0.04	0.49	0.49	0.20	0.40	0.40
Crit Moves:		****						****		****		
Green/Cycle:	0.28	0.28	0.28	0.28	0.28	0.28	0.07	0.48	0.48	0.19	0.61	0.61
Volume/Cap:	1.03	1.03	0.61	0.35	0.35	0.31	0.66	1.03	1.03	1.03	0.66	0.66
Delay/Veh:	96.3	96.3	33.9	29.5	29.5	29.0	58.8	55.8	55.8	95.8	13.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.3	96.3	33.9	29.5	29.5	29.0	58.8	55.8	55.8	95.8	13.6	13.6
LOS by Move:	F	F	C	C	C	C	E	E	E	F	B	B
HCM2kAvgQ:	12	12	7	4	4	3	2	34	34	14	15	15

Note: Queue reported is the number of cars per lane.

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Intersection #8 Whittier Blvd and Cypress St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	5	Average Delay (sec/veh):	9.1
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1	1	0	1	0
Volume Module:												
Base Vol:	68	17	42	90	62	99	54	1034	65	109	1619	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	17	42	90	62	99	54	1034	65	109	1619	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	17	42	90	62	99	54	1034	65	109	1619	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	18	44	95	65	104	57	1088	68	115	1704	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	18	44	95	65	104	57	1088	68	115	1704	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	18	44	95	65	104	57	1088	68	115	1704	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.55	0.55	0.85	0.71	0.71	0.85	0.10	0.94	0.94	0.21	0.95	0.95
Lanes:	0.80	0.20	1.00	0.59	0.41	1.00	1.00	1.88	0.12	1.00	1.94	0.06
Final Sat.:	834	209	1615	801	552	1615	181	3366	212	407	3494	101
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.03	0.12	0.12	0.06	0.31	0.32	0.32	0.28	0.49	0.49
Crit Moves:					****						****	
Green/Cycle:	0.19	0.19	0.19	0.19	0.19	0.19	0.76	0.76	0.76	0.76	0.76	0.76
Volume/Cap:	0.46	0.46	0.15	0.64	0.64	0.35	0.41	0.42	0.42	0.37	0.64	0.64
Delay/Veh:	38.0	38.0	34.3	43.0	43.0	36.2	6.0	4.2	4.2	4.6	5.9	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.0	38.0	34.3	43.0	43.0	36.2	6.0	4.2	4.2	4.6	5.9	5.9
LOS by Move:	D	D	C	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	2	1	6	6	3	1	6	6	1	12	12

Note: Queue reported is the number of cars per lane.

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Intersection #9 Whittier Blvd and Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.944
Loss Time (sec): 5 Average Delay (sec/veh): 37.2
Optimal Cycle: 126 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 0	1	0 2	0 1	2	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	353	451	90	123	1171	1021	447	271	436	59	355	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	451	90	123	1171	1021	447	271	436	59	355	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	451	90	123	1171	1021	447	271	436	59	355	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	372	475	95	129	1233	1075	471	285	459	62	374	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	475	95	129	1233	1075	471	285	459	62	374	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	372	475	95	129	1233	1075	471	285	459	62	374	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.85	0.92	1.00	0.85	0.95	0.93	0.93
Lanes:	2.00	1.67	0.33	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	3502	2934	586	1805	3610	1615	3502	1900	1615	1805	2981	546
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.16	0.07	0.34	0.67	0.13	0.15	0.28	0.03	0.13	0.13
Crit Moves:	****					****	****				****	
Green/Cycle:	0.11	0.47	0.47	0.21	0.56	0.70	0.14	0.23	0.34	0.04	0.13	0.13
Volume/Cap:	0.94	0.35	0.35	0.35	0.61	0.94	0.94	0.65	0.83	0.77	0.94	0.94
Delay/Veh:	75.4	17.0	17.0	34.4	15.1	28.2	69.4	38.3	40.2	83.3	71.0	71.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.4	17.0	17.0	34.4	15.1	28.2	69.4	38.3	40.2	83.3	71.0	71.0
LOS by Move:	E	B	B	C	B	C	E	D	D	F	E	E
HCM2kAvgQ:	7	6	6	4	13	35	9	8	14	2	9	9

Note: Queue reported is the number of cars per lane.

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Intersection #10 Whittier Blvd and Palm St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.354
Loss Time (sec): 5 Average Delay (sec/veh): 17.1
Optimal Cycle: 20 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	137	107	18	17	124	66	67	118	163	29	165	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	107	18	17	124	66	67	118	163	29	165	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	25	0	0	0	50	25	0	0
Initial Fut:	137	107	18	17	149	66	67	118	213	54	165	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	144	113	19	18	157	69	71	124	224	57	174	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	113	19	18	157	69	71	124	224	57	174	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	113	19	18	157	69	71	124	224	57	174	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.74	0.74	0.94	0.94	0.94	0.51	1.00	0.85	0.90	0.90	0.85
Lanes:	0.52	0.41	0.07	0.07	0.65	0.28	1.00	1.00	1.00	0.25	0.75	1.00
Final Sat.:	731	571	96	130	1141	505	963	1900	1615	422	1288	1615
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.14	0.14	0.14	0.07	0.07	0.14	0.13	0.13	0.01
Crit Moves:		****							****			
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.35	0.35	0.35	0.25	0.25	0.25	0.19	0.17	0.35	0.34	0.34	0.02
Delay/Veh:	12.5	12.5	12.5	11.5	11.5	11.5	20.2	19.9	21.8	21.7	21.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.5	12.5	12.5	11.5	11.5	11.5	20.2	19.9	21.8	21.7	21.7	18.7
LOS by Move:	B	B	B	B	B	B	C	B	C	C	C	B
HCM2kAvgQ:	5	5	5	4	4	4	1	2	5	5	5	0

Note: Queue reported is the number of cars per lane.

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Intersection #12 La Habra Blvd and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 5 Average Delay (sec/veh): 34.7
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	1 0	1	0	3	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	260	905	403		94	1155	127		119	574	122		313	709	85	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	260	905	403		94	1155	127		119	574	122		313	709	85	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		25	150	25		50	0	0		0	0	0	
Initial Fut:	260	905	403		119	1305	152		169	574	122		313	709	85	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	274	953	424		125	1374	160		178	604	128		329	746	89	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	274	953	424		125	1374	160		178	604	128		329	746	89	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	274	953	424		125	1374	160		178	604	128		329	746	89	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.87	0.87		0.95	0.91	0.85		0.95	0.93	0.93		0.95	0.93	0.93	
Lanes:	2.00	2.08	0.92		1.00	3.00	1.00		1.00	1.65	0.35		1.00	1.79	0.21	
Final Sat.:	3502	3424	1525		1805	5187	1615		1805	2900	616		1805	3172	380	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.28	0.28		0.07	0.26	0.10		0.10	0.21	0.21		0.18	0.24	0.24	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.10	0.36	0.36		0.09	0.35	0.35		0.15	0.27	0.27		0.23	0.35	0.35	
Volume/Cap:	0.77	0.78	0.78		0.78	0.77	0.29		0.66	0.78	0.78		0.78	0.66	0.66	
Delay/Veh:	53.4	30.8	30.8		65.5	31.2	24.1		46.4	38.0	38.0		44.7	28.6	28.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.4	30.8	30.8		65.5	31.2	24.1		46.4	38.0	38.0		44.7	28.6	28.6	
LOS by Move:	D	C	C		E	C	C		D	D	D		D	C	C	
HCM2kAvgQ:	4	14	14		4	14	3		5	11	11		9	11	11	

Note: Queue reported is the number of cars per lane.

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Intersection #20 Lambert Road and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 5 Average Delay (sec/veh): 38.7
Optimal Cycle: 103 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	2	1 0	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	259	894	242		173	1255	363		286	1028	192		424	1059	159	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	259	894	242		173	1255	363		286	1028	192		424	1059	159	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	100	0		0	0	0	
Initial Fut:	259	894	242		173	1255	363		286	1128	192		424	1059	159	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	273	941	255		182	1321	382		301	1187	202		446	1115	167	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	273	941	255		182	1321	382		301	1187	202		446	1115	167	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	273	941	255		182	1321	382		301	1187	202		446	1115	167	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.85		0.92	0.88	0.88		0.92	0.95	0.85		0.92	0.95	0.85	
Lanes:	2.00	3.00	1.00		2.00	2.33	0.67		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	5187	1615		3502	3886	1124		3502	3610	1615		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.18	0.16		0.05	0.34	0.34		0.09	0.33	0.13		0.13	0.31	0.10	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.08	0.35	0.35		0.10	0.37	0.37		0.11	0.36	0.36		0.14	0.39	0.39	
Volume/Cap:	0.92	0.51	0.45		0.51	0.92	0.92		0.80	0.92	0.35		0.92	0.80	0.27	
Delay/Veh:	77.6	25.8	25.4		43.9	38.1	38.1		54.7	41.5	24.0		65.3	30.4	21.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	77.6	25.8	25.4		43.9	38.1	38.1		54.7	41.5	24.0		65.3	30.4	21.1	
LOS by Move:	E	C	C		D	D	D		D	D	C		E	C	C	
HCM2kAvgQ:	5	8	6		3	19	19		7	23	5		8	16	3	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Imperial Highway and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 5 Average Delay (sec/veh): 31.7
Optimal Cycle: 60 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 2	2	0 3	0 1	2	0 2	1 0	2	0 3	0 1
Volume Module:												
Base Vol:	231	788	361	321	1292	257	143	1303	203	461	1444	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	788	361	321	1292	257	143	1303	203	461	1444	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	788	361	321	1292	257	143	1303	203	461	1444	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	243	829	380	338	1360	271	151	1372	214	485	1520	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	829	380	338	1360	271	151	1372	214	485	1520	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	829	380	338	1360	271	151	1372	214	485	1520	269
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.89	0.89	0.92	0.91	0.85
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	2.60	0.40	2.00	3.00	1.00
Final Sat.:	3502	5187	2842	3502	5187	1615	3502	4398	685	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.13	0.10	0.26	0.17	0.04	0.31	0.31	0.14	0.29	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.25	0.42	0.15	0.32	0.32	0.07	0.38	0.38	0.17	0.48	0.48
Volume/Cap:	0.82	0.64	0.32	0.64	0.82	0.53	0.61	0.82	0.82	0.82	0.61	0.35
Delay/Veh:	61.9	34.4	19.6	42.4	35.0	28.9	49.8	31.0	31.0	49.3	19.8	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.9	34.4	19.6	42.4	35.0	28.9	49.8	31.0	31.0	49.3	19.8	16.7
LOS by Move:	E	C	B	D	C	C	D	C	C	D	B	B
HCM2kAvgQ:	6	9	4	5	14	6	3	18	18	8	12	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Imperial Highway and Idaho St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 5 Average Delay (sec/veh): 28.5
Optimal Cycle: 45 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 2	1 0
Volume Module:												
Base Vol:	360	399	208	158	735	203	90	1498	313	184	1685	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	360	399	208	158	735	203	90	1498	313	184	1685	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	399	208	158	735	203	90	1498	313	184	1685	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	379	420	219	166	774	214	95	1577	329	194	1774	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	420	219	166	774	214	95	1577	329	194	1774	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	379	420	219	166	774	214	95	1577	329	194	1774	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.91	0.85	0.92	0.90	0.90
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.85	0.15
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4901	250
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.14	0.05	0.21	0.13	0.03	0.30	0.20	0.06	0.36	0.36
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.32	0.32	0.11	0.29	0.29	0.04	0.44	0.44	0.08	0.48	0.48
Volume/Cap:	0.75	0.36	0.43	0.43	0.75	0.46	0.75	0.69	0.46	0.69	0.75	0.75
Delay/Veh:	47.2	26.4	27.4	42.2	35.5	30.1	69.4	23.5	20.2	52.0	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	26.4	27.4	42.2	35.5	30.1	69.4	23.5	20.2	52.0	22.2	22.2
LOS by Move:	D	C	C	D	D	C	E	C	C	D	C	C
HCM2kAvgQ:	8	5	6	2	11	5	2	14	7	3	17	17

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Imperial Highway and Walnut St

Average Delay (sec/veh): 37.6 Worst Case Level Of Service: F[448.2]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	1	0	0 0 1	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	78	0	241	71	1774	0	0	1628	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	78	0	241	71	1774	0	0	1628	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	78	0	241	71	1774	0	0	1628	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	82	0	254	75	1867	0	0	1714	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	82	0	254	75	1867	0	0	1714	44
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2508	xxxx	593	1758	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	24	xxxx	454	361	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	20	xxxx	454	361	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	4.06	xxxx	0.56	0.21	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	10.6	xxxx	3.4	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	1763	xxxx	22.5	17.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	C	C	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			448.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Imperial Highway and Euclid St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 5 Average Delay (sec/veh): 26.9
Optimal Cycle: 46 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	0 1	2	0 1	1 0	2	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	162	425	141	127	785	36	90	1450	280	224	1429	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	425	141	127	785	36	90	1450	280	224	1429	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	425	141	127	785	36	90	1450	280	224	1429	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	171	447	148	134	826	38	95	1526	295	236	1504	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	447	148	134	826	38	95	1526	295	236	1504	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	447	148	134	826	38	95	1526	295	236	1504	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.94	0.94	0.92	0.89	0.89	0.92	0.90	0.90
Lanes:	2.00	2.00	1.00	2.00	1.91	0.09	2.00	2.51	0.49	2.00	2.84	0.16
Final Sat.:	3502	3610	1615	3502	3428	157	3502	4243	819	3502	4863	282
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.09	0.04	0.24	0.24	0.03	0.36	0.36	0.07	0.31	0.31
Crit Moves:	****				****			****			****	
Green/Cycle:	0.06	0.29	0.29	0.09	0.32	0.32	0.05	0.48	0.48	0.09	0.52	0.52
Volume/Cap:	0.75	0.42	0.31	0.42	0.75	0.75	0.59	0.75	0.75	0.75	0.59	0.59
Delay/Veh:	59.4	28.8	27.9	43.9	33.4	33.4	52.8	22.8	22.8	54.5	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	28.8	27.9	43.9	33.4	33.4	52.8	22.8	22.8	54.5	17.0	17.0
LOS by Move:	E	C	C	D	C	C	D	C	C	D	B	B
HCM2kAvgQ:	4	6	4	2	12	12	1	16	16	4	12	12

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Imperial Highway and Cypress St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	5	Average Delay (sec/veh):	5.6
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	3	0	2	1
Volume Module:												
Base Vol:	0	0	0	110	0	89	41	1668	0	0	1696	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	110	0	89	41	1668	0	0	1696	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	110	0	89	41	1668	0	0	1696	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	116	0	94	43	1756	0	0	1785	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	116	0	94	43	1756	0	0	1785	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	116	0	94	43	1756	0	0	1785	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.91	1.00	1.00	0.90	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.87	0.13
Final Sat.:	0	0	0	1805	0	1615	1805	5187	0	0	4932	224
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.02	0.34	0.00	0.00	0.36	0.36
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.14	0.82	0.81	0.00	0.00	0.76	0.76
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.43	0.19	0.42	0.00	0.00	0.47	0.47
Delay/Veh:	0.0	0.0	0.0	41.4	0.0	41.0	3.2	2.7	0.0	0.0	4.5	4.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.4	0.0	41.0	3.2	2.7	0.0	0.0	4.5	4.5
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	3	0	5	0	0	8	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Imperial Highway and Harbor Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	5	Average Delay (sec/veh):	32.4
Optimal Cycle:	74	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0
Volume Module:												
Base Vol:	443	711	279	107	1047	135	134	872	599	303	1095	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	711	279	107	1047	135	134	872	599	303	1095	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	711	279	107	1047	135	134	872	599	303	1095	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	466	748	294	113	1102	142	141	918	631	319	1153	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	466	748	294	113	1102	142	141	918	631	319	1153	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	466	748	294	113	1102	142	141	918	631	319	1153	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.85	0.85	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	3247	1624	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.14	0.18	0.03	0.21	0.09	0.04	0.28	0.39	0.09	0.22	0.06
Crit Moves:	****				****				****	****		
Green/Cycle:	0.15	0.34	0.34	0.06	0.24	0.24	0.08	0.45	0.45	0.10	0.47	0.47
Volume/Cap:	0.87	0.43	0.54	0.54	0.87	0.36	0.48	0.63	0.87	0.87	0.48	0.13
Delay/Veh:	55.5	25.8	27.8	48.4	42.9	31.8	44.8	21.8	29.9	63.4	18.4	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	25.8	27.8	48.4	42.9	31.8	44.8	21.8	29.9	63.4	18.4	15.2
LOS by Move:	E	C	C	D	D	C	D	C	C	E	B	B
HCM2kAvgQ:	10	7	8	2	12	3	2	12	21	8	9	2

Note: Queue reported is the number of cars per lane.

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General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Scenario Report

Scenario:	Reasonable Forecast PM
Command:	Current GP AM
Volume:	Reasonable Forecast PM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

General Plan Update
City of La Habra
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whittier and Valley Home	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000 V/C
# 2 Whittier Blvd and Beach Blvd	C	xxxxx	0.789	D	xxxxx	0.888	+ 0.099 V/C
# 3 Whittier Blvd and Hacienda Blv	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000 V/C
# 4 Whittier Blvd and Idaho St	F	xxxxx	1.384	E	xxxxx	0.997	-0.387 V/C
# 5 Whittier Blvd and Monte Vista	C	xxxxx	0.710	C	xxxxx	0.799	+ 0.089 V/C
# 6 Whittier Blvd and Walnut St	C	xxxxx	0.764	D	xxxxx	0.865	+ 0.101 V/C
# 7 Whittier Blvd and Euclid St	F	xxxxx	1.245	E	xxxxx	0.982	-0.263 V/C
# 8 Whittier Blvd and Cypress St	C	xxxxx	0.798	D	xxxxx	0.883	+ 0.085 V/C
# 9 Whittier Blvd and Harbor Blvd	F	xxxxx	1.025	E	xxxxx	0.994	-0.031 V/C
# 10 Whittier Blvd and Palm St	A	xxxxx	0.492	A	xxxxx	0.523	+ 0.031 V/C
# 11 La Habra Blvd and Valley Home	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000 V/C
# 12 La Habra Blvd and Beach Blvd	E	xxxxx	0.965	E	xxxxx	0.975	+ 0.010 V/C
# 13 La Habra Blvd and Idaho St	F	xxxxx	1.023	D	xxxxx	0.830	-0.193 V/C
# 14 La Habra Blvd and Monte Vista	A	xxxxx	0.548	B	xxxxx	0.652	+ 0.103 V/C
# 15 La Habra Blvd and Walnut St	B	xxxxx	0.683	C	xxxxx	0.735	+ 0.052 V/C
# 16 La Habra Blvd and Euclid St	E	xxxxx	0.912	D	xxxxx	0.804	-0.108 V/C
# 17 La Habra Blvd and Cypress St	B	xxxxx	0.684	D	xxxxx	0.808	+ 0.124 V/C
# 18 La Habra Blvd and Harbor Blvd	C	xxxxx	0.791	D	xxxxx	0.873	+ 0.083 V/C
# 19 La Habra Blvd and Palm St	B	xxxxx	0.664	C	xxxxx	0.710	+ 0.046 V/C
# 20 Lambert Road and Beach Blvd	E	xxxxx	0.924	E	xxxxx	0.924	+ 0.000 V/C
# 21 Lambert Road and Idaho St	D	xxxxx	0.858	D	xxxxx	0.858	+ 0.000 V/C
# 22 Lambert Road and Monte Vista S	F	171.0	0.859	F	171.0	0.859	+ 0.000 D/V
# 23 Lambert Road and Walnut St	D	xxxxx	0.865	D	xxxxx	0.865	+ 0.000 V/C

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Lambert Road and Euclid St	E	xxxxx	0.925	D	xxxxx	0.878	-0.046 V/C
# 25 Lambert Road and Cypress St	E	xxxxx	0.947	D	xxxxx	0.892	-0.054 V/C
# 26 Lambert Road and Harbor Blvd	E	xxxxx	0.905	D	xxxxx	0.874	-0.031 V/C
# 27 Lambert Road and Palm St	E	xxxxx	0.995	D	xxxxx	0.890	-0.105 V/C
# 28 Imperial Highway and Beach Blv	F	xxxxx	1.030	F	xxxxx	1.030	+ 0.000 V/C
# 29 Imperial Highway and Idaho St	E	xxxxx	0.938	E	xxxxx	0.938	+ 0.000 V/C
# 30 Imperial Highway and Walnut St	F	OVRFL	1.287	F	OVRFL	1.287	Nan D/V
# 31 Imperial Highway and Euclid St	D	xxxxx	0.831	D	xxxxx	0.831	+ 0.000 V/C
# 32 Imperial Highway and Cypress S	B	xxxxx	0.617	B	xxxxx	0.617	+ 0.000 V/C
# 33 Imperial Highway and Harbor Bl	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000 V/C

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Whittier and Valley Home

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0	0 1!	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	54	56	82	91	40	21	48	1476	62	58	1257	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	56	82	91	40	21	48	1476	62	58	1257	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	150	0
Initial Fut:	54	56	82	91	40	21	48	1476	62	58	1407	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	57	59	86	96	42	22	51	1554	65	61	1481	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	59	86	96	42	22	51	1554	65	61	1481	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	59	86	96	42	22	51	1554	65	61	1481	84
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.49	0.51	1.00	0.60	0.26	0.14	1.00	1.92	0.08	1.00	1.89	0.11
Final Sat.:	835	865	1700	1018	447	235	1700	3263	137	1700	3217	183
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.05	0.06	0.09	0.09	0.03	0.48	0.48	0.04	0.46	0.46
Crit Moves:		****		****				****		****		

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Whittier Blvd and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	1	0	0 2	1	0	0	1 0	1	0	2	0 1	3	0	1	1 0
Volume Module:																
Base Vol:	642	30	966		29	39	4		21	1229	433		601	943	30	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	642	30	966		29	39	4		21	1229	433		601	943	30	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	150	0	200		0	0	0		0	0	200		200	0	0	
Initial Fut:	792	30	1166		29	39	4		21	1229	633		801	943	30	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	834	32	1227		31	41	4		22	1294	666		843	993	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	834	32	1227		31	41	4		22	1294	666		843	993	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	834	32	1227		31	41	4		22	1294	666		843	993	32	
OvlAdjVol:			665													
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.93	0.07	2.00		1.00	0.91	0.09		1.00	2.00	1.00		3.00	1.94	0.06	
Final Sat.:	3276	124	3400		1700	1542	158		1700	3400	1700		5100	3295	105	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.25	0.36		0.02	0.03	0.03		0.01	0.38	0.39		0.17	0.30	0.30	
OvlAdjV/S:			0.20													
Crit Moves:		****				****					****	****				

General Plan Update
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Whittier Blvd and Hacienda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	0 1	1	1	0	0 2	2	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	34	77	90		304	34	519		697	1476	20		105	1025	484	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	34	77	90		304	34	519		697	1476	20		105	1025	484	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	34	77	90		304	34	519		697	1476	20		105	1025	484	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	36	81	95		320	36	546		734	1554	21		111	1079	509	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	81	95		320	36	546		734	1554	21		111	1079	509	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	36	81	95		320	36	546		734	1554	21		111	1079	509	
OvlAdjVol:							0									
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.31	0.69	1.00		1.80	0.20	2.00		2.00	1.97	0.03		1.00	2.00	1.00	
Final Sat.:	521	1179	1700		3058	342	3400		3400	3355	45		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.07	0.06		0.10	0.10	0.16		0.22	0.46	0.46		0.07	0.32	0.30	
OvlAdjV/S:							0.00									
Crit Moves:		****				****				****					****	

General Plan Update
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Whittier Blvd and Idaho St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.997
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 1	0	1	1 0	1	0	1 0
Volume Module:												
Base Vol:	583	49	419	106	107	22	26	1511	511	432	1316	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	583	49	419	106	107	22	26	1511	511	432	1316	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	-250	0	-225	0	-25	0	0	-50	-200	-225	0	0
Initial Fut:	333	49	194	106	82	22	26	1461	311	207	1316	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	351	52	204	112	86	23	27	1538	327	218	1385	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	52	204	112	86	23	27	1538	327	218	1385	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	52	204	112	86	23	27	1538	327	218	1385	24
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	0.80	1.00	0.79	0.21	1.00	1.65	0.35	1.00	1.97	0.03
Final Sat.:	1700	343	1357	1700	1340	360	1700	2803	597	1700	3342	58
Capacity Analysis Module:												
Vol/Sat:	0.21	0.15	0.15	0.07	0.06	0.06	0.02	0.55	0.55	0.13	0.41	0.41
Crit Moves:	****			****			****			****		

General Plan Update
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Whittier Blvd and Monte Vista St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 0	1	0	0 0	1	0	1 1	0	1	0 2
Volume Module:												
Base Vol:	69	0	76	0	0	3	1	1789	61	65	1546	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	0	76	0	0	3	1	1789	61	65	1546	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	100	0	25	0	0	0	0	0	50	25	0	0
Initial Fut:	169	0	101	0	0	3	1	1789	111	90	1546	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	178	0	106	0	0	0	1	1883	117	95	1627	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	0	106	0	0	0	1	1883	117	95	1627	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	0	106	0	0	0	1	1883	117	95	1627	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.88	0.12	1.00	2.00	0.00
Final Sat.:	1700	0	1700	0	0	1700	1700	3201	199	1700	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.06	0.00	0.00	0.00	0.00	0.59	0.59	0.06	0.48	0.00
Crit Moves:	****							****		****		

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Whittier Blvd and Walnut St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	1	0	1 1	0	1	0 1
Volume Module:												
Base Vol:	76	61	50	173	54	53	58	1545	57	68	1477	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	61	50	173	54	53	58	1545	57	68	1477	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	125	0	75	0	0	0	0	0	75	50	0	0
Initial Fut:	201	61	125	173	54	53	58	1545	132	118	1477	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	212	64	132	182	57	56	61	1626	139	124	1555	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	64	132	182	57	56	61	1626	139	124	1555	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	64	132	182	57	56	61	1626	139	124	1555	108
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	1.00	0.50	0.50	1.00	1.84	0.16	1.00	1.87	0.13
Final Sat.:	1700	558	1142	1700	858	842	1700	3132	268	1700	3178	222
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.11	0.07	0.07	0.04	0.52	0.52	0.07	0.49	0.49
Crit Moves:		****			****			****			****	

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Whittier Blvd and Euclid St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.982
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0 0	1	0	0 1	1	0	1 1	0	1	0 1
Volume Module:												
Base Vol:	605	91	534	44	65	77	68	1483	380	258	1218	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	605	91	534	44	65	77	68	1483	380	258	1218	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	-250	0	-150	0	0	0	0	0	-150	-100	0	0
Initial Fut:	355	91	384	44	65	77	68	1483	230	158	1218	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	374	96	404	46	68	81	72	1561	242	166	1282	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	96	404	46	68	81	72	1561	242	166	1282	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	96	404	46	68	81	72	1561	242	166	1282	44
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.80	0.20	1.00	0.40	0.60	1.00	1.00	1.73	0.27	1.00	1.93	0.07
Final Sat.:	1353	347	1700	686	1014	1700	1700	2943	457	1700	3287	113
Capacity Analysis Module:												
Vol/Sat:	0.22	0.28	0.24	0.03	0.07	0.05	0.04	0.53	0.53	0.10	0.39	0.39
Crit Moves:		****			****				****		****	

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Whittier Blvd and Cypress St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.883
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	106	69	143	89	44	41	72	1729	52	54	1306	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	69	143	89	44	41	72	1729	52	54	1306	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	125	0	75	0	0	0	0	-150	75	50	0	0
Initial Fut:	231	69	218	89	44	41	72	1579	127	104	1306	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	243	73	229	94	46	43	76	1662	134	109	1375	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	73	229	94	46	43	76	1662	134	109	1375	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	73	229	94	46	43	76	1662	134	109	1375	107
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.23	1.00	0.67	0.33	1.00	1.00	1.85	0.15	1.00	1.86	0.14
Final Sat.:	1309	391	1700	1138	562	1700	1700	3147	253	1700	3154	246
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.13	0.06	0.08	0.03	0.04	0.53	0.53	0.06	0.44	0.44
Crit Moves:		****			****				****			

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Whittier Blvd and Harbor Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.994
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 0	1	0 2	0 1	2	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	520	1188	39	114	704	613	1063	298	385	59	329	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	1188	39	114	704	613	1063	298	385	59	329	303
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	100	0	0	0	0	0	-100	50	0	0	0	0
Initial Fut:	620	1188	39	114	704	613	963	348	385	59	329	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	653	1251	41	120	741	645	1014	366	405	62	346	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	653	1251	41	120	741	645	1014	366	405	62	346	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	653	1251	41	120	741	645	1014	366	405	62	346	319
OvlAdjVol:						138			79			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.04	0.96
Final Sat.:	3400	3292	108	1700	3400	1700	3400	1700	1700	1700	1770	1630
Capacity Analysis Module:												
Vol/Sat:	0.19	0.38	0.38	0.07	0.22	0.38	0.30	0.22	0.24	0.04	0.20	0.20
OvlAdjV/S:						0.08			0.05			
Crit Moves:		****			****			****			****	

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Whittier Blvd and Palm St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0	1	0 1	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	311	93	39	8	52	25	28	195	121	37	198	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	93	39	8	52	25	28	195	121	37	198	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	50	0	0	0	0	0
Initial Fut:	311	93	39	8	52	25	78	195	121	37	198	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	327	98	41	8	55	26	82	205	127	39	208	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	98	41	8	55	26	82	205	127	39	208	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	98	41	8	55	26	82	205	127	39	208	26
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.70	0.21	0.09	0.09	0.62	0.29	1.00	1.00	1.00	0.16	0.84	1.00
Final Sat.:	1193	357	150	160	1040	500	1700	1700	1700	268	1432	1700
Capacity Analysis Module:												
Vol/Sat:	0.19	0.27	0.27	0.00	0.05	0.05	0.05	0.12	0.07	0.02	0.15	0.02
Crit Moves:		****			****			****			****	

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 La Habra Blvd and Valley Home Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.580
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	4	1	5	95	3	77	132	1140	12	12	1004	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1	5	95	3	77	132	1140	12	12	1004	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	1	5	95	3	77	132	1140	12	12	1004	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	4	1	5	100	3	81	139	1200	13	13	1057	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	5	100	3	81	139	1200	13	13	1057	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1	5	100	3	81	139	1200	13	13	1057	92
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.10	0.50	0.54	0.02	0.44	1.00	1.98	0.02	1.00	1.84	0.16
Final Sat.:	680	170	850	923	29	748	1700	3365	35	1700	3129	271
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.06	0.11	0.11	0.08	0.36	0.36	0.01	0.34	0.34
Crit Moves:	****				****		****				****	

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 La Habra Blvd and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.975
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 174 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	1 0	1	0 3	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	395	1223	290	141	1093	144	242	784	198	341	666	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	395	1223	290	141	1093	144	242	784	198	341	666	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	50	0	0	100	0	50	0	0	0	0	100
Initial Fut:	395	1273	290	141	1193	144	292	784	198	341	666	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	416	1340	305	148	1256	152	307	825	208	359	701	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	1340	305	148	1256	152	307	825	208	359	701	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	416	1340	305	148	1256	152	307	825	208	359	701	206
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.44	0.56	1.00	3.00	1.00	1.00	1.60	0.40	1.00	1.55	0.45
Final Sat.:	3400	4154	946	1700	5100	1700	1700	2714	686	1700	2627	773
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.09	0.25	0.09	0.18	0.30	0.30	0.21	0.27	0.27
Crit Moves:		****			****			****			****	

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 La Habra Blvd and Idaho St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	116	590	184	226	660	276	295	776	102	154	722	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	590	184	226	660	276	295	776	102	154	722	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	-50	0	-100	-200	-100	-150	0	0	0	0	-100
Initial Fut:	116	540	184	126	460	176	145	776	102	154	722	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	122	568	194	133	484	185	153	817	107	162	760	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	568	194	133	484	185	153	817	107	162	760	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	568	194	133	484	185	153	817	107	162	760	104
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.45	0.55	1.00	1.77	0.23	1.00	1.76	0.24
Final Sat.:	1700	1700	1700	1700	2459	941	1700	3005	395	1700	2990	410
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.11	0.08	0.20	0.20	0.09	0.27	0.27	0.10	0.25	0.25
Crit Moves:		****			****			****			****	

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 La Habra Blvd and Monte Vista St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	0 1	0	0	1!	0 0	0	1	0	1 0	0	1	0	1 0
Volume Module:																
Base Vol:	33	25	54		83	25	45		27	1057	37		58	971	88	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	33	25	54		83	25	45		27	1057	37		58	971	88	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		100	0	0		100	0	0		0	0	0	
Initial Fut:	33	25	54		183	25	45		127	1057	37		58	971	88	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	35	26	57		193	26	47		134	1113	39		61	1022	93	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	35	26	57		193	26	47		134	1113	39		61	1022	93	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	35	26	57		193	26	47		134	1113	39		61	1022	93	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.57	0.43	1.00		0.72	0.10	0.18		0.21	1.73	0.06		0.10	1.74	0.16	
Final Sat.:	967	733	1700		1230	168	302		354	2943	103		177	2956	268	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.04	0.03		0.11	0.16	0.16		0.08	0.38	0.38		0.04	0.35	0.35	
Crit Moves:	****				****				****					****		

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 La Habra Blvd and Walnut St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	58	155	85		83	100	57		69	1073	66		72	1022	92	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	58	155	85		83	100	57		69	1073	66		72	1022	92	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	50	0		0	75	50		25	0	0		0	0	50	
Initial Fut:	58	205	85		83	175	107		94	1073	66		72	1022	142	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	61	216	89		87	184	113		99	1129	69		76	1076	149	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	61	216	89		87	184	113		99	1129	69		76	1076	149	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	61	216	89		87	184	113		99	1129	69		76	1076	149	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.17	0.59	0.24		0.23	0.48	0.29		1.00	1.88	0.12		1.00	1.76	0.24	
Final Sat.:	283	1001	415		387	815	498		1700	3203	197		1700	2985	415	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.22	0.22		0.05	0.23	0.23		0.06	0.35	0.35		0.04	0.36	0.36	
Crit Moves:		****			****				****					****		

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 La Habra Blvd and Euclid St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	158	786	117	189	567	137	231	880	103	101	899	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	786	117	189	567	137	231	880	103	101	899	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	-100	0	-50	-150	-50	-50	0	0	50	50	-100
Initial Fut:	158	686	117	139	417	87	181	880	103	151	949	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	166	722	123	146	439	92	191	926	108	159	999	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	722	123	146	439	92	191	926	108	159	999	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	722	123	146	439	92	191	926	108	159	999	168
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.65	0.35	1.00	1.79	0.21	1.00	1.71	0.29
Final Sat.:	1700	3400	1700	1700	2813	587	1700	3044	356	1700	2909	491
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.07	0.09	0.16	0.16	0.11	0.30	0.30	0.09	0.34	0.34
Crit Moves:		****		****			****				****	

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 La Habra Blvd and Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	1 0	0 1	0	1 1	0 1	0	1 1	0 1
Volume Module:												
Base Vol:	69	245	119	65	88	56	56	998	42	26	1152	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	245	119	65	88	56	56	998	42	26	1152	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	50	0	50	75	0	25	150	0	50	100	50
Initial Fut:	69	295	119	115	163	56	81	1148	42	76	1252	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	73	311	125	121	172	59	85	1208	44	80	1318	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	311	125	121	172	59	85	1208	44	80	1318	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	311	125	121	172	59	85	1208	44	80	1318	159
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.81	1.00	0.41	0.59	1.00	0.13	1.87	1.00	0.11	1.89	1.00
Final Sat.:	322	1378	1700	703	997	1700	224	3176	1700	195	3205	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.07	0.07	0.17	0.03	0.05	0.38	0.03	0.05	0.41	0.09
Crit Moves:		****		****			****				****	

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 La Habra Blvd and Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	1 0	2	0	2	1 0	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	240	1435	136		291	786	146		278	704	101		113	776	372	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	240	1435	136		291	786	146		278	704	101		113	776	372	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	100	0		0	0	0		50	50	0		0	150	0	
Initial Fut:	240	1535	136		291	786	146		328	754	101		113	926	372	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	253	1616	143		306	827	154		345	794	106		119	975	392	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	253	1616	143		306	827	154		345	794	106		119	975	392	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	253	1616	143		306	827	154		345	794	106		119	975	392	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.76	0.24		2.00	2.53	0.47		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3400	4685	415		3400	4301	799		3400	3400	1700		3400	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.34	0.34		0.09	0.19	0.19		0.10	0.23	0.06		0.03	0.29	0.23	
Crit Moves:		****				****				****				****		

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #19 La Habra Blvd and Palm St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0 1	1	0	1	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	155	335	126		131	143	68		100	834	101		68	851	256	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	155	335	126		131	143	68		100	834	101		68	851	256	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	50	0	0		0	0	0		0	50	0		0	150	0	
Initial Fut:	205	335	126		131	143	68		100	884	101		68	1001	256	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	216	353	133		138	151	72		105	931	106		72	1054	269	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	216	353	133		138	151	72		105	931	106		72	1054	269	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	216	353	133		138	151	72		105	931	106		72	1054	269	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.36	0.64		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1700	1700	1700		1700	2304	1096		1700	3400	1700		1700	3400	1700	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.21	0.08		0.08	0.07	0.07		0.06	0.27	0.06		0.04	0.31	0.16	
Crit Moves:		****				****				****				****		

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Lambert Road and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.924
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 2	1 0	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	367	1602	287	251	1319	168	299	1096	259	370	1004	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	1602	287	251	1319	168	299	1096	259	370	1004	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	1602	287	251	1319	168	299	1096	259	370	1004	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	386	1686	302	264	1388	177	315	1154	273	389	1057	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	1686	302	264	1388	177	315	1154	273	389	1057	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	386	1686	302	264	1388	177	315	1154	273	389	1057	212
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.66	0.34	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3400	5100	1700	3400	4524	576	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.18	0.08	0.31	0.31	0.09	0.34	0.16	0.11	0.31	0.12
Crit Moves:	****				****			****			****	

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Lambert Road and Idaho St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	202	566	265	104	621	103	75	1281	182	305	1390	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	566	265	104	621	103	75	1281	182	305	1390	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	202	566	265	104	621	103	75	1281	182	305	1390	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	213	596	279	109	654	108	79	1348	192	321	1463	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	596	279	109	654	108	79	1348	192	321	1463	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	596	279	109	654	108	79	1348	192	321	1463	171
OvlAdjVol:			118			69						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1700	3400	1700	1700	3400	1700	3400	3400	1700	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.16	0.06	0.19	0.06	0.02	0.40	0.11	0.09	0.43	0.10
OvlAdjV/S:			0.07			0.04						
Crit Moves:	****				****			****			****	

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #22 Lambert Road and Monte Vista St

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: F[171.0]

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
Lanes:	0	1 0	0	1	0	1 0	0	1	1	0 2	0	1	1	0 2	0	1
Volume Module:																
Base Vol:	0	0	4		5	1	44		76	1450	20		39	1738	54	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	4		5	1	44		76	1450	20		39	1738	54	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	4		5	1	44		76	1450	20		39	1738	54	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	0	0	4		5	1	46		80	1526	21		41	1829	57	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	0	4		5	1	46		80	1526	21		41	1829	57	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	2684	3655	763		2835	3619	915		1886	xxxx	xxxxx		1547	xxxx	xxxxx	
Potent Cap.:	11	5	351		8	5	279		322	xxxx	xxxxx		434	xxxx	xxxxx	
Move Cap.:	5	3	351		6	4	279		322	xxxx	xxxxx		434	xxxx	xxxxx	
Volume/Cap:	0.00	0.00	0.01		0.86	0.29	0.17		0.25	xxxx	xxxx		0.09	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	0.0		xxxx	xxxx	0.6		1.0	xxxx	xxxxx		0.3	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	15.4		xxxxx	xxxx	20.4		19.9	xxxx	xxxxx		14.2	xxxx	xxxxx	
LOS by Move:	*	*	C		*	*	C		C	*	*		B	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	0	xxxx	xxxxx		6	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		1.6	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		1275	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		F	*	*		*	*	*		*	*	*	
ApproachDel:	15.4				171.0				xxxxx				xxxxx			
ApproachLOS:	C				F				*				*			

Note: Queue reported is the number of cars per lane.

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Lambert Road and Walnut St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0 1!	0	0	0	0 1!	0	0	1	0 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	100	175	74		46	91	44		67	1232	46		57	1650	59	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	100	175	74		46	91	44		67	1232	46		57	1650	59	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	100	175	74		46	91	44		67	1232	46		57	1650	59	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	105	184	78		48	96	46		71	1297	48		60	1737	62	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	105	184	78		48	96	46		71	1297	48		60	1737	62	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	105	184	78		48	96	46		71	1297	48		60	1737	62	
Saturation Flow Module:																
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.29	0.50	0.21		0.25	0.51	0.24		1.00	1.93	0.07		1.00	1.93	0.07	
Final Sat.:	487	852	360		432	855	413		1700	3278	122		1700	3283	117	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.22	0.22		0.03	0.11	0.11		0.04	0.40	0.40		0.04	0.53	0.53	
Crit Moves:		****				****				****					****	

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Lambert Road and Euclid St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.878
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	107	618	99	119	529	165	153	1064	81	125	1565	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	618	99	119	529	165	153	1064	81	125	1565	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	-150	25
Initial Fut:	107	618	99	119	529	165	153	1064	81	125	1415	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	113	651	104	125	557	174	161	1120	85	132	1489	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	651	104	125	557	174	161	1120	85	132	1489	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	651	104	125	557	174	161	1120	85	132	1489	187
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	1.52	0.48	1.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1700	2931	469	1700	2592	808	1700	3159	241	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.07	0.21	0.21	0.09	0.35	0.35	0.08	0.44	0.11
Crit Moves:		****			****			****			****	

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Lambert Road and Cypress St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Prot+Permit			Prot+Permit		
Rights:	Ignore			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	17	133	60	93	105	113	130	1315	25	71	1830	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	133	60	93	105	113	130	1315	25	71	1830	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	-150	-25
Initial Fut:	17	133	60	93	105	113	130	1315	25	71	1680	85
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	18	140	0	98	111	119	137	1384	26	75	1768	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	140	0	98	111	119	137	1384	26	75	1768	89
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	140	0	98	111	119	137	1384	26	75	1768	89
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.89	1.00	0.47	0.53	1.00	1.00	1.96	0.04	1.00	1.90	0.10
Final Sat.:	193	1507	1700	798	902	1700	1700	3337	63	1700	3236	164
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.00	0.12	0.12	0.07	0.08	0.41	0.41	0.04	0.55	0.55
Crit Moves:		****			****			****			****	

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Lambert Road and Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 2	1 0	2	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	156	1132	105	294	701	190	234	1297	123	213	1621	599
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	1132	105	294	701	190	234	1297	123	213	1621	599
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	-150	0
Initial Fut:	156	1132	105	294	701	190	234	1297	123	213	1471	599
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	164	1192	111	309	738	200	246	1365	129	224	1548	631
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1192	111	309	738	200	246	1365	129	224	1548	631
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1192	111	309	738	200	246	1365	129	224	1548	631
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.36	0.64	2.00	2.74	0.26	2.00	2.13	0.87
Final Sat.:	3400	5100	1700	3400	4012	1088	3400	4658	442	3400	3624	1476
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.07	0.09	0.18	0.18	0.07	0.29	0.29	0.07	0.43	0.43
Crit Moves:		****			****			****			****	

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Lambert Road and Palm St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	223	295	180	93	244	159	119	1303	211	220	1965	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	295	180	93	244	159	119	1303	211	220	1965	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	-100	0	0	0	0	0	0	0	0	0	-150	0
Initial Fut:	123	295	180	93	244	159	119	1303	211	220	1815	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	129	311	189	98	257	167	125	1372	222	232	1911	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	311	189	98	257	167	125	1372	222	232	1911	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	311	189	98	257	167	125	1372	222	232	1911	152
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.24	0.76	1.00	1.21	0.79	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	2112	1288	1700	2059	1341	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.06	0.12	0.12	0.07	0.40	0.13	0.14	0.56	0.09
Crit Moves:		****			****			****			****	

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Imperial Highway and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.030
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 2	2	0 3	0 1	2	0 2	1 0	2	0 3	0 1
Volume Module:												
Base Vol:	326	1394	549	532	1075	204	215	1163	232	775	1557	579
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1394	549	532	1075	204	215	1163	232	775	1557	579
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1394	549	532	1075	204	215	1163	232	775	1557	579
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	343	1467	578	560	1132	215	226	1224	244	816	1639	609
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	1467	578	560	1132	215	226	1224	244	816	1639	609
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	343	1467	578	560	1132	215	226	1224	244	816	1639	609
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	2.50	0.50	2.00	3.00	1.00
Final Sat.:	3400	5100	3400	3400	5100	1700	3400	4252	848	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.17	0.16	0.22	0.13	0.07	0.29	0.29	0.24	0.32	0.36
OvlAdjV/S:			0.00									
Crit Moves:		****		****				****		****		

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #29 Imperial Highway and Idaho St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.938
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 2	1 0
Volume Module:												
Base Vol:	557	661	268	165	589	298	236	1584	354	226	2014	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	557	661	268	165	589	298	236	1584	354	226	2014	214
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	557	661	268	165	589	298	236	1584	354	226	2014	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	586	696	282	174	620	314	248	1667	373	238	2120	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	586	696	282	174	620	314	248	1667	373	238	2120	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	586	696	282	174	620	314	248	1667	373	238	2120	225
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	3400	3400	1700	3400	3400	1700	3400	5100	1700	3400	4610	490
Capacity Analysis Module:												
Vol/Sat:	0.17	0.20	0.17	0.05	0.18	0.18	0.07	0.33	0.22	0.07	0.46	0.46
Crit Moves:	****				****		****				****	

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Imperial Highway and Walnut St

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 3 0 0			0 0 2 1 0		
Volume Module:												
Base Vol:	0	0	0	21	0	132	215	1820	0	0	2260	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	21	0	132	215	1820	0	0	2260	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	21	0	132	215	1820	0	0	2260	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	22	0	139	226	1916	0	0	2379	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	22	0	139	226	1916	0	0	2379	178
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	3559	xxxx	882	2557	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	4	xxxx	293	176	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	0	xxxx	293	176	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.47	1.29	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	2.4	12.9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	27.8	216.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	D	F	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			+Inf			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

General Plan Update
City of La Habra
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #31 Imperial Highway and Euclid St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	0 1	2	0 1	1 0	2	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	444	660	195	82	527	99	144	1432	189	221	1868	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	444	660	195	82	527	99	144	1432	189	221	1868	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	444	660	195	82	527	99	144	1432	189	221	1868	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	467	695	205	86	555	104	152	1507	199	233	1966	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	695	205	86	555	104	152	1507	199	233	1966	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	467	695	205	86	555	104	152	1507	199	233	1966	98
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.68	0.32	2.00	2.65	0.35	2.00	2.86	0.14
Final Sat.:	3400	3400	1700	3400	2862	538	3400	4505	595	3400	4858	242
Capacity Analysis Module:												
Vol/Sat:	0.14	0.20	0.12	0.03	0.19	0.19	0.04	0.33	0.33	0.07	0.40	0.40
Crit Moves:	****				****		****				****	

General Plan Update
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #32 Imperial Highway and Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.617
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	3	0	0	0
Volume Module:												
Base Vol:	0	0	0	101	0	123	79	1540	0	0	1994	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	101	0	123	79	1540	0	0	1994	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	101	0	123	79	1540	0	0	1994	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	106	0	129	83	1621	0	0	2099	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	0	129	83	1621	0	0	2099	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	106	0	129	83	1621	0	0	2099	153
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.80	0.20
Final Sat.:	0	0	0	1700	0	1700	1700	5100	0	0	4754	346
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.08	0.05	0.32	0.00	0.00	0.44	0.44
Crit Moves:						****	****				****	

General Plan Update
City of La Habra
2035 Reasonable Forecast AM

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #33 Imperial Highway and Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0
Volume Module:												
Base Vol:	648	1054	293	174	842	178	205	978	489	439	1154	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	648	1054	293	174	842	178	205	978	489	439	1154	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	648	1054	293	174	842	178	205	978	489	439	1154	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	682	1109	308	183	886	187	216	1029	515	462	1215	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	682	1109	308	183	886	187	216	1029	515	462	1215	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	682	1109	308	183	886	187	216	1029	515	462	1215	212
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	3400	3400	1700	3400	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.20	0.22	0.18	0.05	0.17	0.11	0.06	0.30	0.30	0.14	0.24	0.12
Crit Moves:	****				****			****			****	

General Plan Update
City of La Habra
2035 Reasonable Forecast PM

Scenario Report

Scenario:	Reasonable Forecast PM
Command:	Current GP AM
Volume:	Reasonable Forecast PM
Geometry:	Future
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

General Plan Update
City of La Habra
2035 Reasonable Forecast PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Whittier and Valley Home	A	9.1	0.604	A	9.2	0.604	+ 0.088 D/V
# 2 Whittier Blvd and Beach Blvd	C	26.7	0.779	C	33.7	0.914	+ 7.047 D/V
# 3 Whittier Blvd and Hacienda Blv	C	27.4	0.801	C	27.4	0.801	+ 0.000 D/V
# 4 Whittier Blvd and Idaho St	F	161.1	1.477	D	38.5	1.000	-122.648 D/
# 5 Whittier Blvd and Monte Vista	A	5.7	0.663	B	10.4	0.747	+ 4.697 D/V
# 6 Whittier Blvd and Walnut St	B	11.9	0.662	C	23.2	1.144	+11.295 D/V
# 7 Whittier Blvd and Euclid St	F	135.8	1.389	D	48.2	1.041	-87.667 D/V
# 8 Whittier Blvd and Cypress St	B	12.0	0.716	C	26.4	1.157	+14.466 D/V
# 9 Whittier Blvd and Harbor Blvd	D	48.3	0.994	D	45.0	0.962	-3.240 D/V
# 10 Whittier Blvd and Palm St	B	19.7	0.506	C	20.2	0.506	+ 0.520 D/V
# 12 La Habra Blvd and Beach Blvd	D	44.3	0.939	D	46.5	0.950	+ 2.176 D/V
# 20 Lambert Road and Beach Blvd	D	38.6	0.893	D	38.6	0.893	+ 0.000 D/V
# 28 Imperial Highway and Beach Blv	D	48.8	1.017	D	48.8	1.017	+ 0.000 D/V
# 29 Imperial Highway and Idaho St	D	36.8	0.938	D	36.8	0.938	+ 0.000 D/V
# 30 Imperial Highway and Walnut St	F	OVRFL	1.287	F	OVRFL	1.287	Nan D/V
# 31 Imperial Highway and Euclid St	C	29.9	0.805	C	29.9	0.805	+ 0.000 D/V
# 32 Imperial Highway and Cypress S	A	7.0	0.594	A	7.0	0.594	+ 0.000 D/V
# 33 Imperial Highway and Harbor Bl	D	35.0	0.854	D	35.0	0.854	+ 0.000 D/V

General Plan Update
City of La Habra
2035 Reasonable Forecast PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Whittier and Valley Home

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	5	Average Delay (sec/veh):	9.2
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	54	56	82		91	40	21		48	1476		62	58	1257		80
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	54	56	82		91	40	21		48	1476		62	58	1257		80
Added Vol:	0	0	0		0	0	0		0	0		0	0	0		0
PasserByVol:	0	0	0		0	0	0		0	0		0	0	150		0
Initial Fut:	54	56	82		91	40	21		48	1476		62	58	1407		80
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	57	59	86		96	42	22		51	1554		65	61	1481		84
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	57	59	86		96	42	22		51	1554		65	61	1481		84
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	57	59	86		96	42	22		51	1554		65	61	1481		84
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900
Adjustment:	0.80	0.80	0.85		0.69	0.69	0.69		0.12	0.94		0.94	0.11	0.94		0.94
Lanes:	0.49	0.51	1.00		0.60	0.26	0.14		1.00	1.92		0.08	1.00	1.89		0.11
Final Sat.:	748	776	1615		781	343	180		230	3444		145	213	3388		193
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08	0.05		0.12	0.12	0.12		0.22	0.45		0.45	0.29	0.44		0.44
Crit Moves:						****				****						
Green/Cycle:	0.20	0.20	0.20		0.20	0.20	0.20		0.75	0.75		0.75	0.75	0.75		0.75
Volume/Cap:	0.37	0.37	0.26		0.60	0.60	0.60		0.29	0.60		0.60	0.38	0.59		0.59
Delay/Veh:	35.1	35.1	34.0		40.1	40.1	40.1		5.1	6.2		6.2	6.0	6.0		6.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	35.1	35.1	34.0		40.1	40.1	40.1		5.1	6.2		6.2	6.0	6.0		6.0
LOS by Move:	D	D	C		D	D	D		A	A		A	A	A		A
HCM2kAvgQ:	3	3	2		5	5	5		1	12		12	1	11		11

Note: Queue reported is the number of cars per lane.

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General Plan Update
City of La Habra
2035 Reasonable Forecast PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 Whittier Blvd and Beach Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	5	Average Delay (sec/veh):	33.7
Optimal Cycle:	99	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	1	0	0 2	1	0	0	1 0	1	0	2	0 1	3	0	1	1 0
Volume Module:																
Base Vol:	642	30	966		29	39	4		21	1229		433	601	943		30
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	642	30	966		29	39	4		21	1229		433	601	943		30
Added Vol:	0	0	0		0	0	0		0	0		0	0	0		0
PasserByVol:	150	0	200		0	0	0		0	0		200	200	0		0
Initial Fut:	792	30	1166		29	39	4		21	1229		633	801	943		30
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	834	32	1227		31	41	4		22	1294		666	843	993		32
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	834	32	1227		31	41	4		22	1294		666	843	993		32
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	834	32	1227		31	41	4		22	1294		666	843	993		32
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900
Adjustment:	0.95	0.95	0.75		0.95	0.99	0.99		0.95	0.95		0.85	0.92	0.95		0.95
Lanes:	1.93	0.07	2.00		1.00	0.91	0.09		1.00	2.00		1.00	3.00	1.94		0.06
Final Sat.:	3493	132	2842		1805	1699	174		1805	3610		1615	5253	3481		111
Capacity Analysis Module:																
Vol/Sat:	0.24	0.24	0.43		0.02	0.02	0.02		0.01	0.36		0.41	0.16	0.29		0.29
Crit Moves:			****				****					****	****			
Green/Cycle:	0.30	0.30	0.47		0.03	0.03	0.03		0.03	0.45		0.45	0.18	0.60		0.60
Volume/Cap:	0.80	0.80	0.91		0.64	0.91	0.91		0.47	0.79		0.91	0.91	0.47		0.47
Delay/Veh:	37.0	37.0	34.3		73.9	145	144.5		55.5	26.2		41.7	53.8	11.3		11.3
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	37.0	37.0	34.3		73.9	145	144.5		55.5	26.2		41.7	53.8	11.3		11.3
LOS by Move:	D	D	C		E	F	F		E	C		D	D	B		B
HCM2kAvgQ:	12	12	19		2	3	3		1	18		21	9	9		9

Note: Queue reported is the number of cars per lane.

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General Plan Update
City of La Habra
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Whittier Blvd and Hacienda Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 5 Average Delay (sec/veh): 27.4
Optimal Cycle: 54 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	1	0	0	2	2	0	1	1	0	1	0	2	0	1
Volume Module:																			
Base Vol:	34	77	90	304	34	519	697	1476	20	105	1025	484
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	77	90	304	34	519	697	1476	20	105	1025	484
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	77	90	304	34	519	697	1476	20	105	1025	484
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	36	81	95	320	36	546	734	1554	21	111	1079	509
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	81	95	320	36	546	734	1554	21	111	1079	509
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	81	95	320	36	546	734	1554	21	111	1079	509
Saturation Flow Module:																			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.85	0.40	0.40	0.75	0.92	0.95	0.95	0.95	0.95	0.85
Lanes:	0.31	0.69	1.00	1.80	0.20	2.00	2.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	534	1209	1615	1353	151	2842	3502	3555	48	1805	3610	1615
Capacity Analysis Module:																			
Vol/Sat:	0.07	0.07	0.06	0.24	0.24	0.19	0.21	0.44	0.44	0.06	0.30	0.32
Crit Moves:					****		****					****
Green/Cycle:	0.29	0.29	0.29	0.29	0.29	0.56	0.26	0.57	0.57	0.08	0.39	0.39
Volume/Cap:	0.23	0.23	0.20	0.80	0.80	0.35	0.80	0.76	0.76	0.76	0.76	0.80
Delay/Veh:	26.9	26.9	26.6	42.6	42.6	12.3	39.6	17.8	17.8	65.7	28.7	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	26.9	26.6	42.6	42.6	12.3	39.6	17.8	17.8	65.7	28.7	34.1
LOS by Move:	C	C	C	D	D	B	D	B	B	E	C	C
HCM2kAvgQ:	3	3	2	7	7	5	11	19	19	3	15	14

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Whittier Blvd and Idaho St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.000
Loss Time (sec): 5 Average Delay (sec/veh): 38.5
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:																			
Base Vol:	583	49	419	106	107	22	26	1511	511	432	1316	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	583	49	419	106	107	22	26	1511	511	432	1316	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	-250	0	-225	0	-25	0	0	-50	-200	-225	0	0
Initial Fut:	333	49	194	106	82	22	26	1461	311	207	1316	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	351	52	204	112	86	23	27	1538	327	218	1385	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	52	204	112	86	23	27	1538	327	218	1385	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	351	52	204	112	86	23	27	1538	327	218	1385	24
Saturation Flow Module:																			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.88	0.88	0.40	0.97	0.97	0.95	0.93	0.93	0.95	0.95	0.95
Lanes:	1.00	0.20	0.80	1.00	0.79	0.21	1.00	1.65	0.35	1.00	1.97	0.03
Final Sat.:	1174	337	1335	752	1450	389	1805	2899	617	1805	3537	62
Capacity Analysis Module:																			
Vol/Sat:	0.30	0.15	0.15	0.15	0.06	0.06	0.02	0.53	0.53	0.12	0.39	0.39
Crit Moves:	****							****		****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.02	0.53	0.53	0.12	0.63	0.63
Volume/Cap:	1.00	0.51	0.51	0.50	0.20	0.20	0.62	1.00	1.00	1.00	0.62	0.62
Delay/Veh:	83.0	29.9	29.9	30.6	26.3	26.3	73.3	44.2	44.2	104.8	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.0	29.9	29.9	30.6	26.3	26.3	73.3	44.2	44.2	104.8	12.0	12.0
LOS by Move:	F	C	C	C	C	C	E	D	D	F	B	B
HCM2kAvgQ:	13	6	6	3	3	3	1	34	34	9	14	14

Note: Queue reported is the number of cars per lane.

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Intersection #5 Whittier Blvd and Monte Vista St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 5 Average Delay (sec/veh): 10.4
Optimal Cycle: 45 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Ovl			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	1	0	1	0	2
Volume Module:												
Base Vol:	69	0	76	0	0	3	1	1789	61	65	1546	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	0	76	0	0	3	1	1789	61	65	1546	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	100	0	25	0	0	0	0	0	50	25	0	0
Initial Fut:	169	0	101	0	0	3	1	1789	111	90	1546	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	178	0	106	0	0	0	1	1883	117	95	1627	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	0	106	0	0	0	1	1883	117	95	1627	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	0	106	0	0	0	1	1883	117	95	1627	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	0.12	0.94	0.94	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.88	0.12	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	1900	232	3369	209	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.07	0.00	0.00	0.00	0.00	0.56	0.56	0.05	0.45	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.13	0.00	0.20	0.00	0.00	0.00	0.75	0.75	0.75	0.07	0.82	0.00
Volume/Cap:	0.75	0.00	0.33	0.00	0.00	0.00	0.01	0.75	0.75	0.75	0.55	0.00
Delay/Veh:	54.0	0.0	34.7	0.0	0.0	0.0	3.2	8.4	8.4	67.1	3.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	0.0	34.7	0.0	0.0	0.0	3.2	8.4	8.4	67.1	3.2	0.0
LOS by Move:	D	A	C	A	A	A	A	A	A	E	A	A
HCM2kAvgQ:	6	0	3	0	0	0	0	17	17	3	9	0

Note: Queue reported is the number of cars per lane.

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Intersection #6 Whittier Blvd and Walnut St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.144
Loss Time (sec): 5 Average Delay (sec/veh): 23.2
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	76	61	50	173	54	53	58	1545	57	68	1477	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	61	50	173	54	53	58	1545	57	68	1477	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	125	0	75	0	0	0	0	0	75	50	0	0
Initial Fut:	201	61	125	173	54	53	58	1545	132	118	1477	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	212	64	132	182	57	56	61	1626	139	124	1555	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	64	132	182	57	56	61	1626	139	124	1555	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	64	132	182	57	56	61	1626	139	124	1555	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.62	0.90	0.90	0.47	0.93	0.93	0.09	0.94	0.94	0.07	0.94	0.94
Lanes:	1.00	0.33	0.67	1.00	0.50	0.50	1.00	1.84	0.16	1.00	1.87	0.13
Final Sat.:	1169	560	1148	889	888	871	171	3286	281	141	3341	233
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.11	0.20	0.06	0.06	0.36	0.49	0.49	0.88	0.47	0.47
Crit Moves:				****						****		
Green/Cycle:	0.18	0.18	0.18	0.18	0.18	0.18	0.77	0.77	0.77	0.77	0.77	0.77
Volume/Cap:	1.01	0.64	0.64	1.14	0.36	0.36	0.46	0.64	0.64	1.14	0.60	0.60
Delay/Veh:	106.0	42.6	42.6	156.2	36.7	36.7	6.6	5.7	5.7	141.6	5.3	5.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.0	42.6	42.6	156.2	36.7	36.7	6.6	5.7	5.7	141.6	5.3	5.3
LOS by Move:	F	D	D	F	D	D	A	A	A	F	A	A
HCM2kAvgQ:	8	6	6	11	3	3	1	13	13	6	11	11

Note: Queue reported is the number of cars per lane.

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Intersection #7 Whittier Blvd and Euclid St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.041
Loss Time (sec): 5 Average Delay (sec/veh): 48.2
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1	1	1	0	1	1	0
Volume Module:												
Base Vol:	605	91	534	44	65	77	68	1483	380	258	1218	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	605	91	534	44	65	77	68	1483	380	258	1218	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	-250	0	-150	0	0	0	0	0	-150	-100	0	0
Initial Fut:	355	91	384	44	65	77	68	1483	230	158	1218	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	374	96	404	46	68	81	72	1561	242	166	1282	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	96	404	46	68	81	72	1561	242	166	1282	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	96	404	46	68	81	72	1561	242	166	1282	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.64	0.85	0.58	0.58	0.85	0.95	0.93	0.93	0.95	0.95	0.95
Lanes:	0.80	0.20	1.00	0.40	0.60	1.00	1.00	1.73	0.27	1.00	1.93	0.07
Final Sat.:	965	247	1615	446	659	1615	1805	3063	475	1805	3472	120
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.25	0.10	0.10	0.05	0.04	0.51	0.51	0.09	0.37	0.37
Crit Moves:		****						****		****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.06	0.49	0.49	0.09	0.52	0.52
Volume/Cap:	1.04	1.04	0.67	0.28	0.28	0.13	0.71	1.04	1.04	1.04	0.71	0.71
Delay/Veh:	84.9	84.9	29.3	22.4	22.4	20.9	66.9	58.7	58.7	128.1	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.9	84.9	29.3	22.4	22.4	20.9	66.9	58.7	58.7	128.1	19.4	19.4
LOS by Move:	F	F	C	C	C	C	E	E	E	F	B	B
HCM2kAvgQ:	19	19	10	3	3	2	2	37	37	7	16	16

Note: Queue reported is the number of cars per lane.

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Intersection #8 Whittier Blvd and Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.157
Loss Time (sec): 5 Average Delay (sec/veh): 26.4
Optimal Cycle: 180 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	106	69	143	89	44	41	72	1729	52	54	1306	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	69	143	89	44	41	72	1729	52	54	1306	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	125	0	75	0	0	0	0	-150	75	50	0	0
Initial Fut:	231	69	218	89	44	41	72	1579	127	104	1306	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	243	73	229	94	46	43	76	1662	134	109	1375	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	73	229	94	46	43	76	1662	134	109	1375	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	73	229	94	46	43	76	1662	134	109	1375	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.58	0.58	0.85	0.35	0.35	0.85	0.13	0.94	0.94	0.07	0.94	0.94
Lanes:	0.77	0.23	1.00	0.67	0.33	1.00	1.00	1.85	0.15	1.00	1.86	0.14
Final Sat.:	844	252	1615	446	221	1615	238	3305	266	135	3312	259
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.14	0.21	0.21	0.03	0.32	0.50	0.50	0.81	0.42	0.42
Crit Moves:		****								****		
Green/Cycle:	0.25	0.25	0.25	0.25	0.25	0.25	0.70	0.70	0.70	0.70	0.70	0.70
Volume/Cap:	1.16	1.16	0.57	0.84	0.84	0.11	0.46	0.72	0.72	1.16	0.59	0.59
Delay/Veh:	141.5	141	34.8	66.3	66.3	29.1	8.5	10.0	10.0	156.0	8.0	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	141.5	141	34.8	66.3	66.3	29.1	8.5	10.0	10.0	156.0	8.0	8.0
LOS by Move:	F	F	C	E	E	C	A	B	B	F	A	A
HCM2kAvgQ:	15	15	6	7	7	1	1	16	16	5	11	11

Note: Queue reported is the number of cars per lane.

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Intersection #9 Whittier Blvd and Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.962
Loss Time (sec): 5 Average Delay (sec/veh): 45.0
Optimal Cycle: 151 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	1 0	1	0 2	0 1	2	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	520	1188	39	114	704	613	1063	298	385	59	329	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	1188	39	114	704	613	1063	298	385	59	329	303
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	100	0	0	0	0	0	-100	50	0	0	0	0
Initial Fut:	620	1188	39	114	704	613	963	348	385	59	329	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	653	1251	41	120	741	645	1014	366	405	62	346	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	653	1251	41	120	741	645	1014	366	405	62	346	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	653	1251	41	120	741	645	1014	366	405	62	346	319
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.85	0.92	1.00	0.85	0.95	0.88	0.88
Lanes:	2.00	1.94	0.06	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.04	0.96
Final Sat.:	3502	3478	114	1805	3610	1615	3502	1900	1615	1805	1744	1606
Capacity Analysis Module:												
Vol/Sat:	0.19	0.36	0.36	0.07	0.21	0.40	0.29	0.19	0.25	0.03	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.37	0.37	0.07	0.23	0.53	0.30	0.43	0.64	0.08	0.21	0.21
Volume/Cap:	0.88	0.96	0.96	0.96	0.88	0.75	0.96	0.45	0.39	0.45	0.96	0.96
Delay/Veh:	50.6	47.0	47.0	115.0	48.2	21.9	53.6	20.5	8.8	46.4	64.4	64.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	47.0	47.0	115.0	48.2	21.9	53.6	20.5	8.8	46.4	64.4	64.4
LOS by Move:	D	D	D	F	D	C	D	C	A	D	E	E
HCM2kAvgQ:	10	22	22	7	15	17	18	8	6	2	13	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Whittier Blvd and Palm St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 5 Average Delay (sec/veh): 20.2
Optimal Cycle: 25 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	311	93	39	8	52	25	28	195	121	37	198	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	93	39	8	52	25	28	195	121	37	198	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	50	0	0	0	0	0
Initial Fut:	311	93	39	8	52	25	78	195	121	37	198	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	327	98	41	8	55	26	82	205	127	39	208	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	98	41	8	55	26	82	205	127	39	208	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	98	41	8	55	26	82	205	127	39	208	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.72	0.72	0.93	0.93	0.93	0.41	1.00	0.85	0.93	0.93	0.85
Lanes:	0.70	0.21	0.09	0.09	0.62	0.29	1.00	1.00	1.00	0.16	0.84	1.00
Final Sat.:	962	288	121	165	1076	517	770	1900	1615	277	1484	1615
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.05	0.05	0.05	0.11	0.11	0.08	0.14	0.14	0.02
Crit Moves:		****									****	
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.51	0.51	0.51	0.08	0.08	0.08	0.38	0.39	0.28	0.51	0.51	0.06
Delay/Veh:	8.6	8.6	8.6	5.7	5.7	5.7	30.4	29.7	28.7	31.2	31.2	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	5.7	5.7	5.7	30.4	29.7	28.7	31.2	31.2	26.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	7	7	7	1	1	1	2	5	3	7	7	1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #12 La Habra Blvd and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 5 Average Delay (sec/veh): 46.5
Optimal Cycle: 133 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	1 0	1	0	3	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	395	1223	290		141	1093	144		242	784	198		341	666	96	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	395	1223	290		141	1093	144		242	784	198		341	666	96	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	50	0		0	100	0		50	0	0		0	0	100	
Initial Fut:	395	1273	290		141	1193	144		292	784	198		341	666	196	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	416	1340	305		148	1256	152		307	825	208		359	701	206	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	416	1340	305		148	1256	152		307	825	208		359	701	206	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	416	1340	305		148	1256	152		307	825	208		359	701	206	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.88	0.88		0.95	0.91	0.85		0.95	0.92	0.92		0.95	0.92	0.92	
Lanes:	2.00	2.44	0.56		1.00	3.00	1.00		1.00	1.60	0.40		1.00	1.55	0.45	
Final Sat.:	3502	4106	935		1805	5187	1615		1805	2796	706		1805	2694	793	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.33	0.33		0.08	0.24	0.09		0.17	0.30	0.30		0.20	0.26	0.26	
Crit Moves:		****			****					****			****			
Green/Cycle:	0.14	0.34	0.34		0.09	0.29	0.29		0.21	0.31	0.31		0.21	0.31	0.31	
Volume/Cap:	0.84	0.95	0.95		0.95	0.84	0.33		0.83	0.95	0.95		0.95	0.83	0.83	
Delay/Veh:	53.9	43.9	43.9		102.5	37.8	28.3		52.3	50.4	50.4		72.5	37.1	37.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	53.9	43.9	43.9		102.5	37.8	28.3		52.3	50.4	50.4		72.5	37.1	37.1	
LOS by Move:	D	D	D		F	D	C		D	D	D		E	D	D	
HCM2kAvgQ:	6	19	19		5	13	3		10	19	19		12	14	14	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Lambert Road and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 5 Average Delay (sec/veh): 38.6
Optimal Cycle: 86 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	2	1 0	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	367	1602	287		251	1319	168		299	1096	259		370	1004	201	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	367	1602	287		251	1319	168		299	1096	259		370	1004	201	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	367	1602	287		251	1319	168		299	1096	259		370	1004	201	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	386	1686	302		264	1388	177		315	1154	273		389	1057	212	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	386	1686	302		264	1388	177		315	1154	273		389	1057	212	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	386	1686	302		264	1388	177		315	1154	273		389	1057	212	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.85		0.92	0.89	0.89		0.92	0.95	0.85		0.92	0.95	0.85	
Lanes:	2.00	3.00	1.00		2.00	2.66	0.34		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3502	5187	1615		3502	4523	576		3502	3610	1615		3502	3610	1615	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.33	0.19		0.08	0.31	0.31		0.09	0.32	0.17		0.11	0.29	0.13	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.12	0.38	0.38		0.09	0.34	0.34		0.11	0.36	0.36		0.12	0.37	0.37	
Volume/Cap:	0.89	0.86	0.49		0.86	0.89	0.89		0.79	0.89	0.47		0.89	0.79	0.35	
Delay/Veh:	63.4	32.5	24.3		65.4	37.3	37.3		53.7	38.5	25.4		63.2	31.5	23.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	63.4	32.5	24.3		65.4	37.3	37.3		53.7	38.5	25.4		63.2	31.5	23.3	
LOS by Move:	E	C	C		E	D	D		D	D	C		E	C	C	
HCM2kAvgQ:	6	16	6		4	17	17		7	21	7		7	15	4	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #28 Imperial Highway and Beach Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.017
Loss Time (sec): 5 Average Delay (sec/veh): 48.8
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 2	2	0 3	0 1	2	0 2	1 0	2	0 3	0 1
Volume Module:												
Base Vol:	326	1394	549	532	1075	204	215	1163	232	775	1557	579
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1394	549	532	1075	204	215	1163	232	775	1557	579
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1394	549	532	1075	204	215	1163	232	775	1557	579
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	343	1467	578	560	1132	215	226	1224	244	816	1639	609
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	1467	578	560	1132	215	226	1224	244	816	1639	609
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	343	1467	578	560	1132	215	226	1224	244	816	1639	609
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.75	0.92	0.91	0.85	0.92	0.89	0.89	0.92	0.91	0.85
Lanes:	2.00	3.00	2.00	2.00	3.00	1.00	2.00	2.50	0.50	2.00	3.00	1.00
Final Sat.:	3502	5187	2842	3502	5187	1615	3502	4216	841	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.20	0.16	0.22	0.13	0.06	0.29	0.29	0.23	0.32	0.38
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.28	0.51	0.16	0.30	0.30	0.08	0.29	0.29	0.23	0.44	0.44
Volume/Cap:	0.73	1.02	0.40	1.02	0.73	0.44	0.86	1.02	1.02	1.02	0.72	0.86
Delay/Veh:	47.0	64.1	15.4	84.8	33.0	28.9	69.2	63.7	63.7	74.6	24.1	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	64.1	15.4	84.8	33.0	28.9	69.2	63.7	63.7	74.6	24.1	35.5
LOS by Move:	D	E	B	F	C	C	E	E	E	E	C	D
HCM2kAvgQ:	7	24	6	10	11	5	6	24	24	14	14	16

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #29 Imperial Highway and Idaho St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.938
Loss Time (sec): 5 Average Delay (sec/veh): 36.8
Optimal Cycle: 119 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 2	1 0
Volume Module:												
Base Vol:	557	661	268	165	589	298	236	1584	354	226	2014	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	557	661	268	165	589	298	236	1584	354	226	2014	214
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	557	661	268	165	589	298	236	1584	354	226	2014	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	586	696	282	174	620	314	248	1667	373	238	2120	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	586	696	282	174	620	314	248	1667	373	238	2120	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	586	696	282	174	620	314	248	1667	373	238	2120	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.95	0.85	0.92	0.91	0.85	0.92	0.90	0.90
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.71	0.29
Final Sat.:	3502	3610	1615	3502	3610	1615	3502	5187	1615	3502	4623	491
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.17	0.05	0.17	0.19	0.07	0.32	0.23	0.07	0.46	0.46
Crit Moves:	****					****	****				****	
Green/Cycle:	0.18	0.31	0.31	0.08	0.21	0.21	0.08	0.47	0.47	0.10	0.49	0.49
Volume/Cap:	0.94	0.63	0.57	0.63	0.83	0.94	0.94	0.69	0.50	0.69	0.94	0.94
Delay/Veh:	62.5	30.9	30.7	49.2	45.7	72.4	84.8	21.9	19.1	49.4	31.8	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.5	30.9	30.7	49.2	45.7	72.4	84.8	21.9	19.1	49.4	31.8	31.8
LOS by Move:	E	C	C	D	D	E	F	C	B	D	C	C
HCM2kAvgQ:	13	10	8	3	10	10	4	13	7	4	26	26

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #30 Imperial Highway and Walnut St

Average Delay (sec/veh): OVERFLOW Worst Case Level Of Service: F[xxxxx]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	1	0 0	0 1	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	21	0	132	215	1820	0	0	2260	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	21	0	132	215	1820	0	0	2260	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	21	0	132	215	1820	0	0	2260	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	22	0	139	226	1916	0	0	2379	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	22	0	139	226	1916	0	0	2379	178
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	3559	xxxx	882	2557	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	4	xxxx	293	176	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	0	xxxx	293	176	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.47	1.29	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	2.4	12.9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	27.8	216.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	D	F	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			+Inf			xxxxx			xxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

General Plan Update
City of La Habra
2035 Reasonable Forecast PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #31 Imperial Highway and Euclid St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 5 Average Delay (sec/veh): 29.9
Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2	0 1	2	0 1	1 0	2	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	444	660	195	82	527	99	144	1432	189	221	1868	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	444	660	195	82	527	99	144	1432	189	221	1868	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	444	660	195	82	527	99	144	1432	189	221	1868	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	467	695	205	86	555	104	152	1507	199	233	1966	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	695	205	86	555	104	152	1507	199	233	1966	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	467	695	205	86	555	104	152	1507	199	233	1966	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.85	0.92	0.93	0.93	0.92	0.89	0.89	0.92	0.90	0.90
Lanes:	2.00	2.00	1.00	2.00	1.68	0.32	2.00	2.65	0.35	2.00	2.86	0.14
Final Sat.:	3502	3610	1615	3502	2966	557	3502	4500	594	3502	4906	244
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.13	0.02	0.19	0.19	0.04	0.33	0.33	0.07	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.35	0.35	0.05	0.23	0.23	0.05	0.46	0.46	0.09	0.50	0.50
Volume/Cap:	0.80	0.55	0.36	0.55	0.80	0.80	0.80	0.73	0.73	0.73	0.80	0.80
Delay/Veh:	48.2	26.4	24.4	50.6	42.1	42.1	68.5	23.1	23.1	52.4	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	26.4	24.4	50.6	42.1	42.1	68.5	23.1	23.1	52.4	23.0	23.0
LOS by Move:	D	C	C	D	D	D	E	C	C	D	C	C
HCM2kAvgQ:	9	9	5	1	10	10	3	15	15	4	20	20

Note: Queue reported is the number of cars per lane.

General Plan Update
City of La Habra
2035 Reasonable Forecast PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #32 Imperial Highway and Cypress St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 5 Average Delay (sec/veh): 7.0
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Prot+Permit			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	3	0	0	2	0
Volume Module:												
Base Vol:	0	0	0	101	0	123	79	1540	0	0	1994	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	101	0	123	79	1540	0	0	1994	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	101	0	123	79	1540	0	0	1994	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	0	0	0	106	0	129	83	1621	0	0	2099	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	0	129	83	1621	0	0	2099	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	106	0	129	83	1621	0	0	2099	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.95	1.00	0.85	0.95	0.91	1.00	1.00	0.90	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	2.80	0.20
Final Sat.:	0	0	0	1805	0	1615	1805	5187	0	0	4787	348
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.08	0.05	0.31	0.00	0.00	0.44	0.44
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.13	0.00	0.13	0.83	0.82	0.00	0.00	0.74	0.74
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.59	0.39	0.38	0.00	0.00	0.59	0.59
Delay/Veh:	0.0	0.0	0.0	41.0	0.0	45.1	8.5	2.5	0.0	0.0	6.4	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.0	0.0	45.1	8.5	2.5	0.0	0.0	6.4	6.4
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	4	1	5	0	0	12	12

Note: Queue reported is the number of cars per lane.

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General Plan Update
City of La Habra
2035 Reasonable Forecast PM

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #33 Imperial Highway and Harbor Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.854
Loss Time (sec): 5 Average Delay (sec/veh): 35.0
Optimal Cycle: 69 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0
Volume Module:												
Base Vol:	648	1054	293	174	842	178	205	978	489	439	1154	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	648	1054	293	174	842	178	205	978	489	439	1154	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	648	1054	293	174	842	178	205	978	489	439	1154	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	682	1109	308	183	886	187	216	1029	515	462	1215	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	682	1109	308	183	886	187	216	1029	515	462	1215	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	682	1109	308	183	886	187	216	1029	515	462	1215	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.86	0.86	0.92	0.91	0.85
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	3285	1643	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.19	0.21	0.19	0.05	0.17	0.12	0.06	0.31	0.31	0.13	0.23	0.13
Crit Moves:	****				****			****		****		
Green/Cycle:	0.23	0.34	0.34	0.08	0.20	0.20	0.11	0.37	0.37	0.15	0.41	0.41
Volume/Cap:	0.85	0.62	0.55	0.62	0.85	0.58	0.57	0.85	0.85	0.85	0.57	0.32
Delay/Veh:	45.9	28.0	27.8	48.3	45.6	38.8	44.3	33.4	33.4	53.7	22.9	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	28.0	27.8	48.3	45.6	38.8	44.3	33.4	33.4	53.7	22.9	20.1
LOS by Move:	D	C	C	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	13	11	8	3	10	5	3	17	17	10	11	4

Note: Queue reported is the number of cars per lane.

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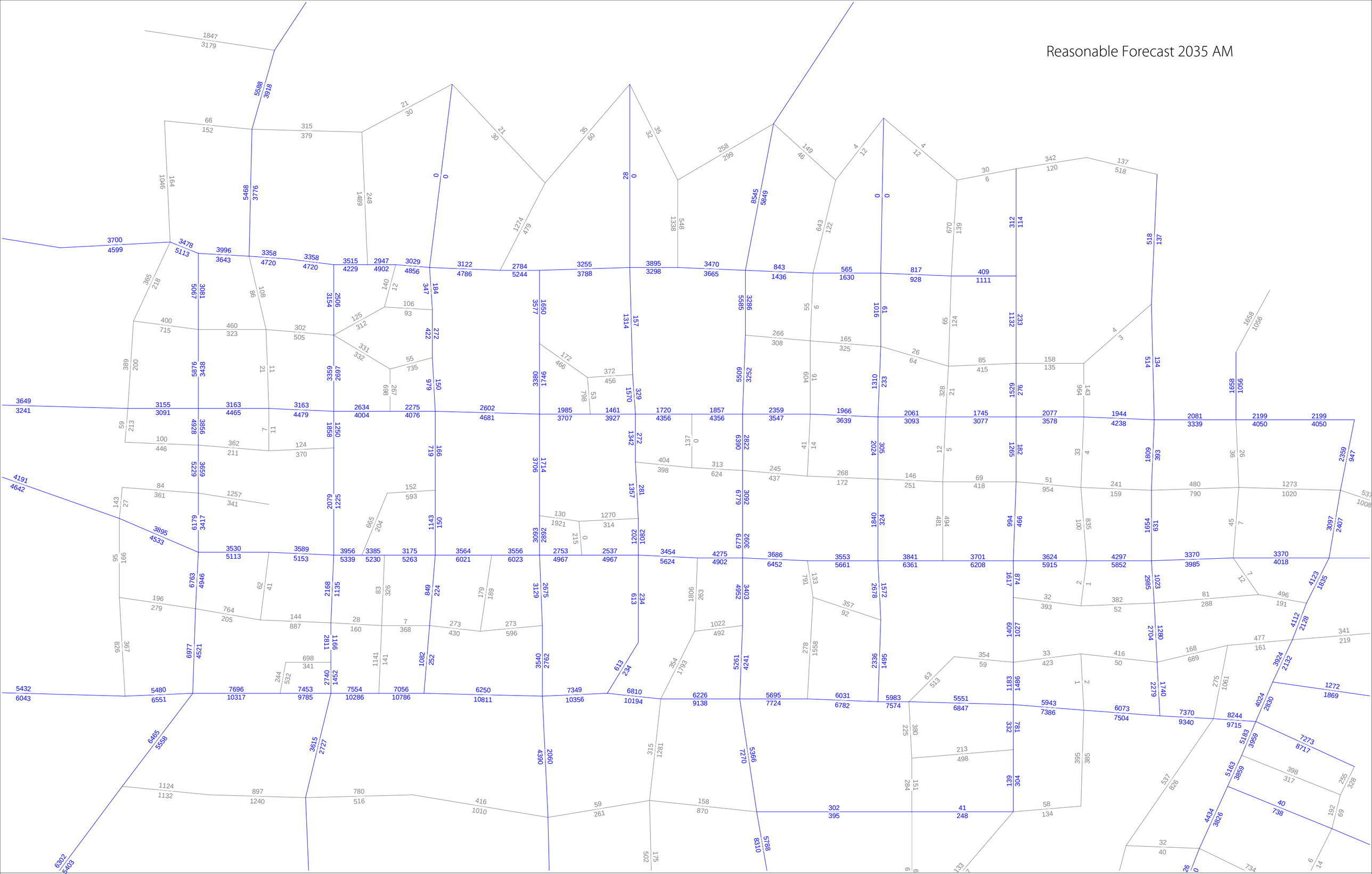
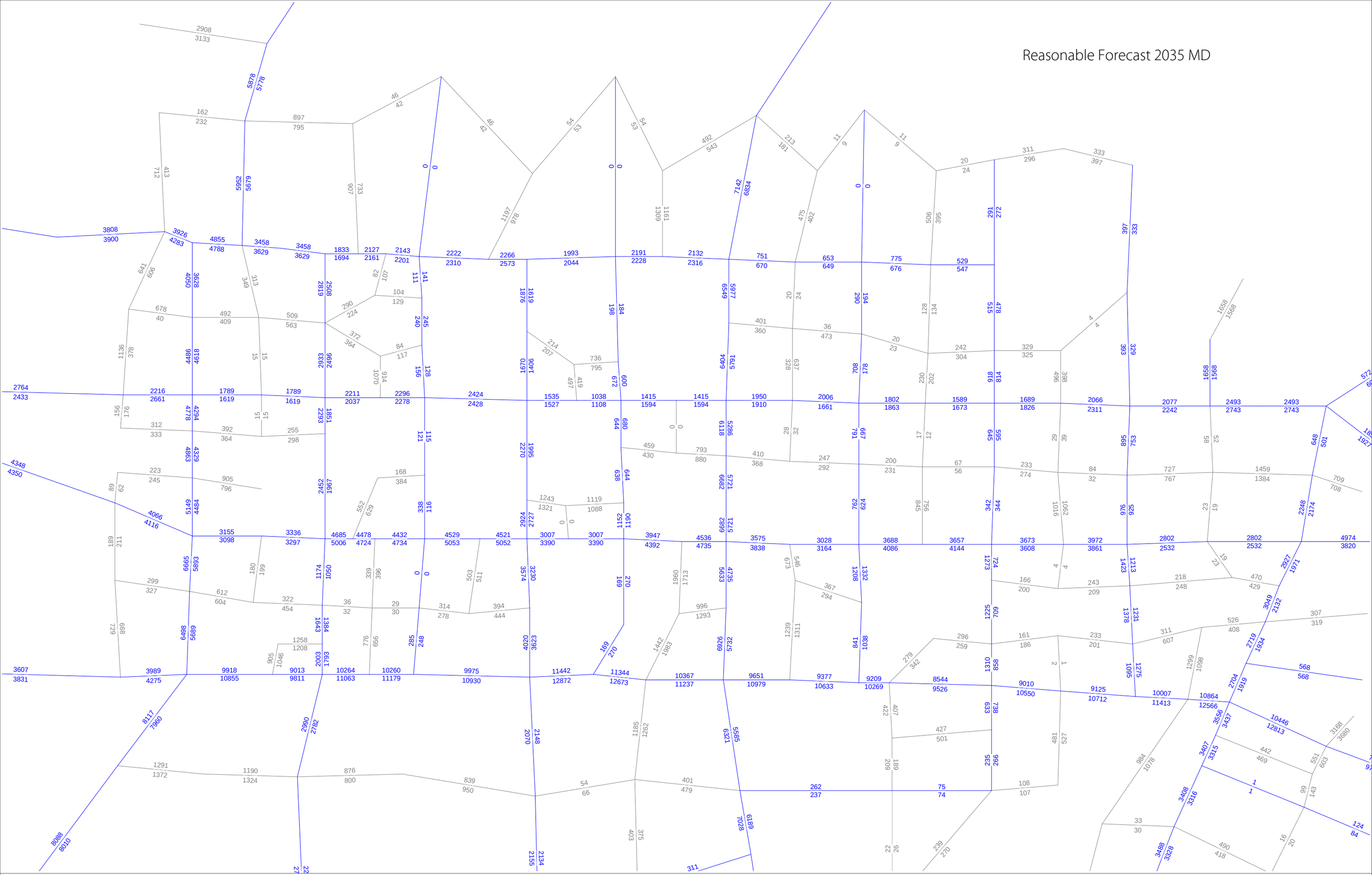
Reasonable Forecast 2035 AM



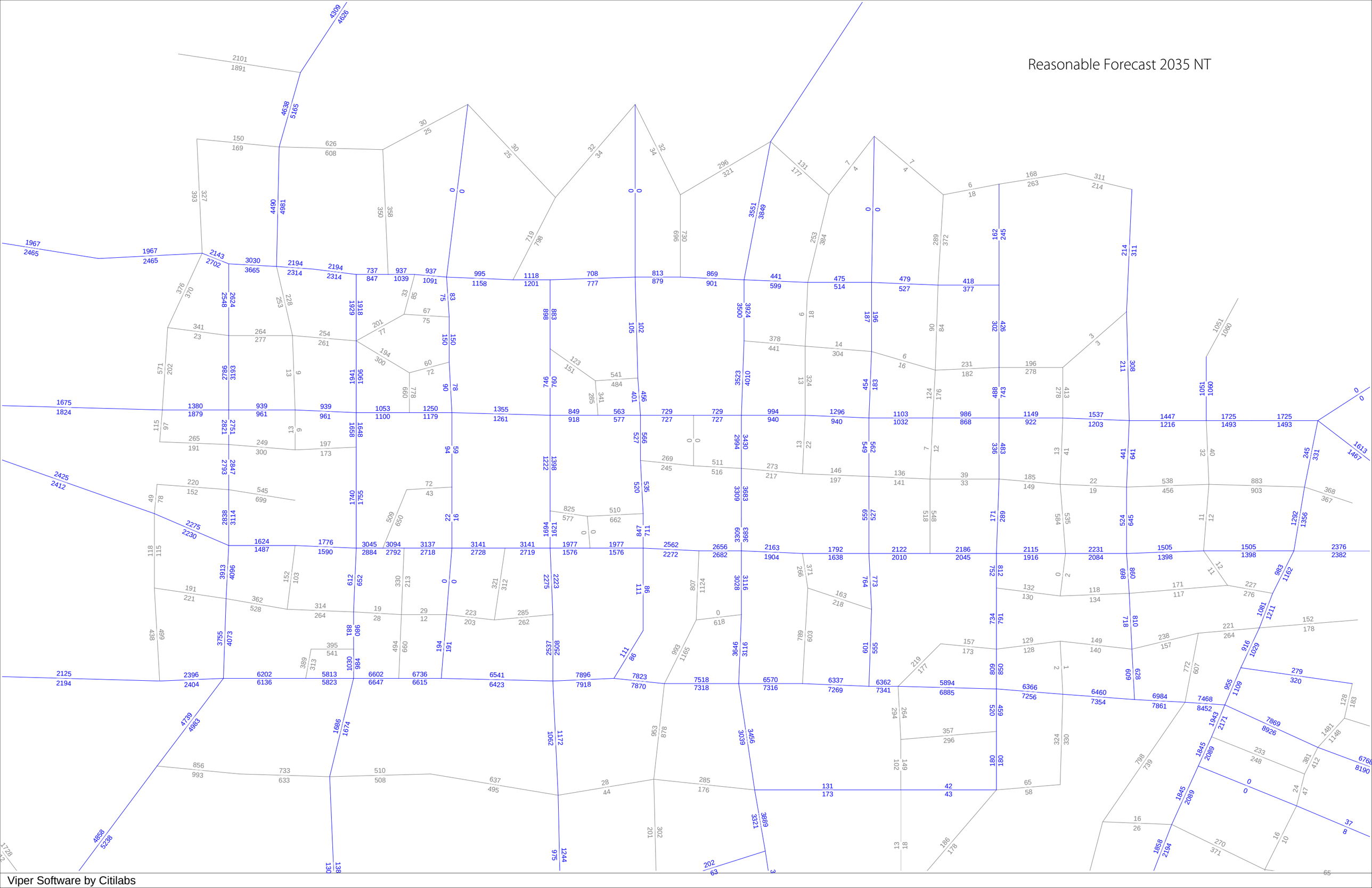
Viper Software by Citilabs

Reasonable Forecast 2035 MD



Viper Software by Citilabs

Reasonable Forecast 2035 NT



Reasonable Forecast 2035 PM

ANALYSIS OF FUTURE TRAFFIC CONDITIONS

The La Habra 2035 General Plan uses the OCTA regional traffic analysis model (OCTAM) as the basis for the future traffic volume and level of service forecast. The OCTA model consists of a 3,025 traffic analysis zone (TAZ) system which encompasses the five-County Southern California region, with the primary focus of the modeling area in Orange County. There are 34 traffic analysis zones within the City of La Habra (TAZ 1-28, 30-34, and 70), together with a detailed highway network to simulate the City's major roadways. OCTAM includes a calibrated base year (2005) model as well as a 2035 forecast model.

The OCTA model is consistent with the Orange County Master Plan of Arterial Highways (MPAH), the Orange County Long-Range Transportation Plan (LRTP), and the Southern California Association of Governments (SCAG) Transportation Demand Model and Regional Transportation Plan. The model was refined in cooperation with OCTA to fine-tune the highway network and socio-economic database for developing the City of La Habra General Plan traffic forecast. This included changes in number of through lanes and roadway classifications.

The OCTA traffic model was used to produce intersection and roadway segment traffic volume forecasts at the peak hour and ADT (average daily traffic) levels. The traffic forecasts derived from the OCTA model are consistent with the anticipated growth that is expected in conjunction with the City's General Plan Community Development Element (Chapter 2) Land Use section and the Mobility/Circulation Element.

Table 2 (2035 General Plan Roadway Volumes and Level of Service) presents the street segment traffic forecast derived from the OCTA traffic model, along with the street segment level of service (LOS). Daily traffic volumes and LOS for the General Plan study roadway segments are shown. All of the City's roadway segments shown in Table 2 are expected to operate at acceptable conditions.

Table D-1 2035 General Plan Roadway Volumes and Level of Service			
Roadway Segment	Volume	Capacity	LOS
Beach Boulevard			
La Habra Blvd to Lambert Rd	41,800	56,300	C
Imperial Hwy to South City Limit	51,100	60,000	D
Cypress Street			
La Habra Blvd to Lambert Rd	5,600	12,500	A
Euclid Street			
La Habra Blvd to Lambert Rd	16,700	25,000	B
Imperial Hwy to South City Limit	18,800	56,300	A
Hacienda Road			
North City Limit to Whittier Blvd	22,500	25,000	D
Harbor Boulevard			
North City Limit to Whittier Blvd	37,300	37,500	E
La Habra Blvd to Lambert Rd	36,000	56,300	B
Imperial Hwy to South City Limit	44,200	56,300	C
Idaho Street			
La Habra Blvd to Lambert Rd	19,600	37,500	A
Imperial Hwy to South City Limit	23,100	37,500	B
Imperial Highway			
Beach Blvd to Idaho St	59,700	60,000	E
Cypress St to Harbor Blvd	50,300	60,000	D
La Habra Boulevard			
Beach Blvd to Idaho St	24,700	37,500	B
Cypress St to Harbor Blvd	26,100	37,500	B
Lambert Road			
Beach Blvd to Idaho St	35,200	37,500	E
Cypress St to Harbor Blvd	36,200	37,500	E
Macy Street			
Russell St to Whittier Blvd	5,000	12,500	A
Monte Vista Street			
La Habra Blvd to Lambert Rd	2,500	12,500	A
Palm Street			
Whittier Ave to La Habra Blvd	6,600	12,500	A
Russell Street			
West City Limit to Macy St	3,000	12,500	A

Table D-1 2035 General Plan Roadway Volumes and Level of Service			
Roadway Segment	Volume	Capacity	LOS
Valley Home Avenue			
Whittier Blvd to La Habra Blvd	3,800	12,500	A
Walnut Street			
La Habra Blvd to Lambert Rd	5,900	12,500	A
Whittier Boulevard			
Hacienda Rd to Idaho St	37,300	37,500	E
Cypress St to Harbor Blvd	34,800	37,500	E

SOURCE: KOA Corporation (2013)

Table 3 (Signalized Intersection Level of Service Summary Table) and Table 4 (Unsignalized Level of Service Summary Table) summarize the expected levels of service (LOS) for the City's General Plan study intersections under 2035 General Plan conditions. Signalized intersection LOS is based on a methodology known as the Intersection Capacity Utilization (ICU) technique, which essentially measures the ratio of traffic volume to roadway capacity, or V/C. Unsignalized intersection LOS is based on a methodology outlined on the Highway Capacity Manual (HCM), which uses average delay as the criteria for determining level of service.

Tables 3 and 4 show that there is expected to be two State Highway intersections operating at an unacceptable level of service (i.e., LOS F) during the PM peak hour:

- Beach Boulevard at Imperial Highway
- Walnut Street at Imperial Highway

Figure 5 (2035 General Plan Average Daily Traffic [ADT]) shows the General Plan average daily traffic (ADT) volumes on the La Habra planning area roadways.

Table D-2 2035 General Plan Signalized Intersection Levels of Service						
			AM		PM	
No.	Intersection	Control Type	LOS[1]	V/C[2]	LOS[1]	V/C[2]
1	Valley Home Ave at Whittier Blvd	Signalized	B	.653	B	.687
2	Beach Blvd at Whittier Blvd	Signalized	C	.739	D	.888
3	Hacienda Rd at Whittier Blvd	Signalized	C	.739	C	.757
4	Idaho St at Whittier Blvd	Signalized	E	.973	E	.997
5	Monte Vista St at Whittier Blvd	Signalized	B	.699	C	.799
6	Walnut St at Whittier Blvd	Signalized	C	.765	D	.865

Table D-2 2035 General Plan Signalized Intersection Levels of Service

No.	Intersection	Control Type	AM		PM	
			LOS[1]	V/C[2]	LOS[1]	V/C[2]
7	Euclid St at Whittier Blvd	Signalized	E	.987	E	.982
8	Cypress St at Whittier Blvd	Signalized	C	.735	D	.883
9	Harbor Blvd at Whittier Blvd	Signalized	E	.922	E	.994
10	Palm St at Whittier Ave	Signalized	A	.456	A	.523
11	Valley Home Ave at La Habra Blvd	Signalized	A	.574	A	.580
12	Beach Blvd at La Habra Blvd	Signalized	D	.809	E	.975
13	Idaho St at La Habra Blvd	Signalized	D	.864	D	.830
14	Monte Vista St at La Habra Blvd	Signalized	C	.717	B	.652
15	Walnut St at La Habra Blvd	Signalized	B	.625	C	.735
16	Euclid St at La Habra Blvd	Signalized	C	.788	D	.804
17	Cypress St at La Habra Blvd	Signalized	A	.559	D	.808
18	Harbor Blvd at La Habra Blvd	Signalized	B	.645	D	.873
19	Palm St at La Habra Blvd	Signalized	A	.572	C	.710
20	Beach Blvd at Lambert Rd	Signalized	E	.945	E	.924
21	Idaho St at Lambert Rd	Signalized	D	.867	D	.858
22	*see Table 4*					
23	Walnut St at Lambert Rd	Signalized	D	.803	D	.865
24	Euclid St at Lambert Rd	Signalized	D	.835	D	.878
25	Cypress St at Lambert Rd	Signalized	C	.782	D	.892
26	Harbor Blvd at Lambert Rd	Signalized	C	.709	D	.874
27	Palm St at Lambert Rd	Signalized	D	.894	D	.890
28	Beach Blvd at Imperial Hwy	Signalized	D	.842	F[1]	1.030
29	Idaho St at Imperial Hwy	Signalized	C	.782	E	.938
30	*see Table 4*					
31	Euclid St at Imperial Hwy	Signalized	C	.781	D	.831

Table D-2 2035 General Plan Signalized Intersection Levels of Service						
			AM		PM	
No.	Intersection	Control Type	LOS[1]	V/C[2]	LOS[1]	V/C[2]
32	Cypress St at Imperial Hwy	Signalized	A	.509	B	.617
33	Harbor Blvd at Imperial Hwy	Signalized	D	.868	D	.863

SOURCE: KOA Corporation (2013)
[1] LOS = Level of service
[2] V/C = Volume/capacity
[3] Unacceptable level of service.

Table D-3 2035 General Plan Unsignalized Intersection Levels of Service						
			AM		PM	
No.	Intersection	Control Type	LOS[1]	Delay[2]	LOS[1]	Delay[2]
22	Monte Vista St at Lambert Rd	Unsignalized	A	3.9	A	3.1
30	Walnut St at Imperial Hwy	Unsignalized	E	37.6	F[1]	[3]OVRFL

SOURCE: KOA Corporation (2013)
[1] LOS = Level of service
[2] Delay in seconds/vehicle average
[3] OVRFL = Overflow

<FIGURE 5>

Table 5 (General Plan State Highway Intersection Levels of Service) summarizes the LOS results for all State Highway intersections in La Habra under 2035 General Plan conditions. These intersections were evaluated using the HCM methodology.[1] As stated previously, LOS E is acceptable for State Highway intersections. Table 5 shows that there is expected to be one State Highway intersection operating at an unacceptable level of service (i.e., LOS F) during the PM peak hour:

- Walnut Street at Imperial Highway

Table D-4 2035 General Plan State Highway Intersection Levels of Service

No.	Intersection	Control Type	AM		PM	
			LOS	Delay	LOS	Delay
1	Valley Home Ave at Whittier Blvd	Signalized	A	9.6	A	9.2
2	Beach Blvd at Whittier Blvd	Signalized	C	22.9	C	33.7
3	Hacienda Rd at Whittier Blvd	Signalized	C	23.4	C	27.4
4	Idaho St at Whittier Blvd	Signalized	D	38.9	D	38.5
5	Monte Vista St at Whittier Blvd	Signalized	B	12.1	B	10.4
6	Walnut St at Whittier Blvd	Signalized	B	13.4	C	23.2
7	Euclid St at Whittier Blvd	Signalized	D	45.0	D	48.2
8	Cypress St at Whittier Blvd	Signalized	A	9.1	C	26.4
9	Harbor Blvd at Whittier Blvd	Signalized	D	37.2	D	45.0
12	Beach Blvd at La Habra Blvd	Signalized	C	34.7	D	46.5
20	Beach Blvd at Lambert Rd	Signalized	D	38.7	D	38.6
28	Beach Blvd at Imperial Hwy	Signalized	C	31.7	D	48.8
29	Idaho St at Imperial Hwy	Signalized	C	28.5	D	36.8
30	Walnut St at Imperial Hwy	Unsignalized	D	37.6	F[1]	OVRFL
31	Euclid St at Imperial Hwy	Signalized	C	26.9	C	29.9

[1] See the Intersection Level of Service discussion in the La Habra General Plan Update Technical Background Report, Chapter 5, Mobility/Circulation, Section 5.3, Existing Conditions, for an explanation of HCM methodology.

Table D-4 2035 General Plan State Highway Intersection Levels of Service						
			AM		PM	
No.	Intersection	Control Type	LOS	Delay	LOS	Delay
32	Cypress St at Imperial Hwy	Signalized	A	5.6	A	7.0
33	Harbor Blvd at Imperial Hwy	Signalized	C	32.4	D	35.0

SOURCE: KOA Corporation (2013)
[1] Unacceptable level of service.
OVRFL = Overflow

ANALYSIS OF FUTURE TRAFFIC CONDITIONS WITH MITIGATION

Table 6 (Change in Level of Service with Improvements Summary Table, AM Peak Hour) and Table 7 (Change in Level of Service with Improvements Summary Table, PM Peak Hour) summarize the expected levels of service for Beach Boulevard at Imperial Highway and Walnut Street at Imperial Highway with the required measures to improve the operating conditions. These intersections will operate at acceptable levels of service under the 2035 General Plan conditions with the improvement measures in place. In addition, Tables 6 and 7 present the expected levels of service after the recommended improvement measures for the four intersections that are expected to have marginal levels of service under 2035 General Plan conditions.

Table D-5 Change in Level of Service with Improvements Summary Table, AM Peak Hour					
		General Plan		General Plan with Mitigation	
No.	Intersections	AM Peak Hour		AM Peak Hour	
Signalized Intersections (ICU)		**ICU**	**LOS**	**ICU**	**LOS**
28	Beach Blvd at Imperial Hwy[1]	.842	D	.775	C
4	Whittier Blvd at Idaho St	.973	E	.847	D
9	Whittier Blvd at Harbor Blvd	.922	E	.922	E
25	Lambert Rd at Cypress St	.782	C	.782	C
27	Lambert Rd at Palm St	.894	D	.729	C
Unsignalized Intersection (HCM)		**Delay**	**LOS**	**ICU**	**LOS**
30	Walnut St at Imperial Hwy[1]	37.6	E	.538	A

SOURCE: KOA Corporation (2013)
[1] State Highway Intersection. LOS E is acceptable.

Table D-6 Change in Level of Service with Improvements Summary Table, PM Peak Hour

No.	Intersections	General Plan PM Peak Hour		General Plan with Mitigation PM Peak Hour	
Signalized Intersections (ICU)		**ICU**	**LOS**	**ICU**	**LOS**
28	Beach Blvd at Imperial Hwy[1]	1.030	F	.958	E
4	Whittier Blvd at Idaho St	.997	E	.901	E
9	Whittier Blvd at Harbor Blvd	.994	E	.881	D
25	Lambert Rd at Cypress St	.892	D	.866	D
27	Lambert Rd at Palm St	.890	D	.703	C
Unsignalized Intersection (HCM)		**Delay**	**LOS**	**ICU**	**LOS**
30	Walnut St at Imperial Hwy[1]	OVRFL	F	.716	C

SOURCE: KOA Corporation (2013)
[1] State Highway Intersection. LOS E is acceptable.
OVRFL = Overflow

APPENDIX H

General Plan Update Policies

Appendices

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GENERAL PLAN UPDATE POLICIES

Community Development

Land Use

Growth

LU 1.1 **Redirect Growth.** Redirect growth away from residential neighborhoods onto underutilized parcels along La Habra's arterial corridors, industrial districts, and in the historic civic center/downtown core.

LU 1.2 **Development Capacity.** Accommodate the type and density of land uses depicted on the Land Use Diagram to a cumulative (existing and new) maximum of 24,850 housing units and 12,525,000 square feet of commercial and industrial development citywide. These represent increases of 4,213 units and 4.1 million square feet respectively above January 2011 existing development.

LU 1.3 **Growth Exceeding Development Capacities.** Allow for increments of development exceeding these limits provided their cumulative environmental impacts do not result in impacts greater than the levels of significance or change the findings described by the certified General Plan Program Environmental Impact Report (EIR).

LU 1.4 **Subsequent Environmental Review.** Require that a Program EIR addressing cumulative citywide impacts be prepared when increments of development exceeding these capacities result in impacts greater than the levels of significance or change the findings described by the certified General Plan Program Environmental Impact Report (EIR).

LU 1.5 **Development Concurrency with Public Facilities.** Phase development and public facilities working with other public entities to assure that adequate public facilities are available at the time of occupancy.

LU 1.6 **Development Costs.** Require new development to contribute its share of the cost of providing necessary public services and facilities through equitable fees and exactions.

Land Use Mix

LU 2.1 **Places to Live.** Provide opportunities for a full range of housing types, locations, and densities to address the community's fair share of regional housing needs and to provide market support to economically sustain commercial land uses in La Habra. The mix, density, size, and location of housing shall be determined based on the projected needs specified in the Housing Element, as amended periodically.

Appendices

LU 2.2 **Places to Shop.** Provide for, and encourage, the development of a broad range of uses in La Habra's commercial centers and corridors that reduce the need to travel to adjoining communities, and which subsequently capture a greater share of local spending.

LU 2.3 **Places to Work.** Provide for a broad spectrum of land uses that offer job opportunities for La Habra's residents, including commercial, office, industrial, and business parks.

LU 2.4 **Balancing Jobs and Housing.** Designate sufficient land and densities that afford opportunities for the development of businesses offering jobs matched to the education and skills of La Habra's residents and housing affordable to employees of local businesses, thereby reducing commutes to and from outside of the community.

LU 2.5 **Places Supporting the Quality of Life.** Provide a diversity of uses and services supporting La Habra's residents such as facilities for civic governance and administration, public safety (police and fire), seniors and youth, community gatherings, and comparable activities. Work with external agencies and non-profit organizations to encourage the provision of services and facilities not under the City's jurisdiction, such as public schools, parks and recreation, fire protection, and quasi-public infrastructure.

LU 2.6 **Places that Support Healthy Lifestyles.** Provide opportunities for the development of new parks of varying types and scales (including small urban infill parks and parklets), community gardens, and open spaces, prioritizing their development in locations subject to infill and intensification.

Urban Form

LU 3.1 **Sustainable Development Pattern.** Provide for an overall pattern of land uses that promotes efficient development; reduces pollution, automobile dependence, and greenhouse gas emissions and the expenditure of energy and other resources; ensures compatibility between uses; enhances community livability and public health; and sustains economic vitality.

LU 3.2 **Uses to Meet Daily Needs.** Encourage uses that meet daily needs such as grocery stores, local-serving restaurants, and other businesses and activities within walking distance of residences to reduce the frequency and length of vehicle trips.

LU 3.3 **A Vigorous and Active Downtown.** Provide for compact and intensified mixed-use development in the Civic Center area along La Habra Boulevard as a vital, pedestrian-oriented "downtown" that serves as the focal point of community identity and activity, governance, and is linked to regional and local transit.

LU 3.4 **Concentrated Nodes on Arterial Corridors.** Facilitate the redevelopment of the City's auto-oriented commercial corridors (particularly, Whittier Boulevard and La Habra Boulevard) by clustering higher density, pedestrian-oriented mixed uses on larger parcels at key intersections, while re-using intervening parcels for housing mixed with neighborhood-oriented commercial services.

LU 3.5 **Complete and Livable Neighborhoods.** Maintain a development pattern of distinct residential neighborhoods oriented around parks, schools, and community meeting facilities that are connected with neighborhood-serving businesses and public transit.

LU 3.6 **Connected Greenways Network.** Explore opportunities for the acquisition or joint use and development of the Union Pacific Railroad right-of-way as a form-giving citywide greenway incorporating greenbelts, parklands, bicycle and pedestrian paths, equestrian trails, natural open spaces, and potential transit systems that connects to La Habra's downtown core, neighborhoods, and districts.

LU 3.7 **Buildings that Engage the Street.** Require buildings in principal commercial and mixed-use districts to be oriented toward the public realm through such features as locating a building along the street or sidewalk frontage, design of ground floors for pedestrian interest (transparency, access, and articulation/modulation of building elevations), incorporation of small plazas and outdoor dining, location of parking to the rear, side, or underground, and minimizing driveways.

LU 3.8 **Cohesive and Integrated Development.** Require the use of specific plans for residential, commercial, industrial, and mixed-use developments to provide for the cohesive and integrated development of large areas, complex or multi-parcel sites, areas with multiple property owners, and/or areas of particular importance to the community.

Community Character and Compatibility

LU 4.1 **Development Compatibility.** Require that development is located and designed to assure compatibility among land uses, addressing such elements as building orientation and setbacks, buffering, visibility and privacy, automobile and truck access, impacts of noise and lighting, landscape quality, and aesthetics.

LU 4.2 **Transitions in Scale.** Require that the scale and massing of new development in higher-density centers and corridors provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of lower density adjoining neighborhoods.

LU 4.3 **Public Safety and Community Design.** Require that neighborhoods, centers, streets, and public spaces be designed to enhance public safety and discourage crime by providing street-fronting uses ("eyes on the street"), adequate lighting and sight lines, and features that cultivate a sense of community ownership.

LU 4.4 **Design Review.** Require design review that focuses on achieving appropriate form and function for new and redeveloped projects to assure compatibility with community character, while promoting creativity, innovation, and design quality.

LU 4.5 **Community Maintenance.** Eliminate and prevent deteriorating conditions in areas of the City containing buildings that are aging and not properly maintained through private and public conservation and rehabilitation programs.

LU 4.6 **Care Facilities.** Allow for the development of senior daycare facilities, assisted living facilities, hospice, child care, and other care facilities in areas where they can be located, designed, and managed to assure compatibility with and the safety of adjoining uses and in accordance with state legislation.

LU 4.7 **Assembly Facilities.** Permit the development of assembly facilities for social, cultural, educational, and religious organizations in locations where they can be located, designed, and managed to assure compatibility with and the safety of adjoining uses.

LU 4.8 **Hazardous Uses.** Prohibit or effectively control land uses which pose potential environmental hazards to La Habra's neighborhoods and districts.

LU 4.9 **Non-Conforming Uses.** Promote the recycling of non-conforming uses to achieve cohesive neighborhoods and business districts that avoid impacts resulting from incompatible uses and activities.

Sustainable Land Use Development

LU 5.1 **Regulating Sustainable Development.** Require that new development and reconstruction comply with the California Green Building Standards Code with amendments and update periodically to reflect future amendments.

LU 5.2 **Sustainable Building Practices.** Promote sustainable building practices that utilize architectural design features, materials, interior fixtures and finishes, and construction techniques to reduce energy and water consumption, human exposure to toxic and chemical pollution, and disposal of waste materials.

LU 5.3 **Existing Structure Reuse.** Encourage the retention, adaptive reuse, and renovation of existing buildings with "green" building technologies and standards.

LU 5.4 **Sustainable Sites and Land Development.** Promote land development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and disposal of waste materials incorporating such techniques as:

a. Concentration of uses and design of development to promote walking, bicycling, and use of public transit in lieu of the automobile;

b. Capture and reuse of stormwater on-site for irrigation;

c. Management of wastewater and use of recycled water, including encouraging the use of grey water;

d. Orientation of buildings to maximize opportunities for solar energy use, daylighting, and ventilation;

e. Use of landscapes that conserve water and reduce green waste;

f. Use of permeable paving materials or reduction of paved surfaces;

g. Shading of surface parking, walkways, and plazas and incorporation of solar technology; and/or

h. Recycling and/or salvaging for reuse of construction and demolition debris.

LU 5.5 **Revitalization of Obsolete and Underused Properties.** Encourage the consolidation of small parcels, joint public-private partnerships, and land clearance and resale, to facilitate revitalization of underused and obsolete commercial and industrial properties.

LU 5.6 **Building Rehabilitation.** Encourage the rehabilitation of existing commercial buildings and signage that are deteriorated or inconsistent with the intended character and quality of the City.

City Fair and Equitable

LU 6.1 **Equitable Distribution of Uses and Amenities.** Strive to ensure that desirable uses and neighborhood amenities are distributed equitably throughout the city.

LU 6.2 **Public Facilities and Services.** Strive to equitably distribute public facilities, improvements, and services throughout the city.

LU 6.3 **High-Impact Uses.** Avoid the concentration of high-impact uses and facilities in a manner that disproportionately affects a particular neighborhood, center, or corridor to ensure that such uses do not result in an inequitable environmental burden being placed on low-income or minority neighborhoods.

LU 6.4 **Housing Type Distribution.** Promote an equitable distribution of housing types for all income groups throughout the city and promote mixed-income developments rather than creating concentrations of below-market-rate housing in certain areas.

LU 6.5 **Jobs Housing Balance.** Encourage a balance between job type, the workforce, and housing development to reduce the negative impacts of long commutes and provide a range of employment opportunities for all city residents.

Appendices

Residential Neighborhoods

LU 7.1 **Neighborhood Conservation.** Maintain the uses, densities, character, amenities, and quality of La Habra's residential neighborhoods, recognizing their contribution to the City's identity, economic value, and residents' quality of life.

LU 7.2 **New Residential Development.** Attract new residential development that is well-conceived, constructed, and maintained in a variety of types and densities, housing types at scales, and locations and costs.

LU 7.3 **Housing Character and Design.** Promote the renovation of the existing housing stock in single- and multi-family neighborhoods when additions or replacement housing are proposed to maintain their distinguishing characteristics and qualities of the neighborhoods, including prevailing lot sizes; building form, scale, massing, and relationship to street frontages; architectural design; landscape; property setbacks; and comparable elements.

LU 7.4 **Senior Housing.** Encourage the development of senior housing that is accessible to commercial services, health and community facilities, and public transit based on the needs of the community.

LU 7.5 **Walkable Neighborhoods.** Maintain sidewalks, parkways, street tree canopies, and landscaping throughout the residential neighborhoods to promote walking as an enjoyable and healthy activity and alternative to automobile use.

LU 7.6 **Neighborhood Connectivity.** Maintain sidewalks or other means of pedestrian and bicycle connections to neighborhood commercial centers, parks, schools, work places, and other community activity centers.

LU 7.7 **Incompatible Uses.** Prohibit the development of uses that are incompatible with and physically divide residential neighborhoods.

LU 7.8 **Safety.** Require that residential developments be designed to facilitate and enhance neighborhood surveillance for safety.

LU 7.9 **Housing Maintenance.** Promote the maintenance of existing residential units and improvements to assure a quality and healthy living environment for residents and consistency with their neighborhood setting.

LU 7.10 **Code Enforcement.** Preserve and enhance residential neighborhoods through enforcement of land use and property standards, ensuring that adjacent nonresidential uses are buffered from residences in harmonious and attractive ways.

LU 8.1 **Neighborhood Identity.** Maintain distinguishing characteristics, such as topography, parcel size, housing scale and form, and public streetscapes that differentiate La Habra's single-family neighborhoods.

LU 8.2 **Second Units.** Allow second units in single-family residential districts as required by state legislation.

LU 8.3 **Parks and Open Space Amenities.** Ensure that existing neighborhoods contain a diverse mix of parks and open spaces that are connected by trails, pathways, and bikeways and are within easy walking distance of residents.

LU 9.1 **Character and Design.** Design new and renovated multi-family residential to achieve a high level of architectural design and quality of life for residents, in consideration of the following principles:

a. Consistent architectural design treatment of all elevations, including those not visible from public places

b. Design elevations of multi-family buildings facing public streets and pedestrian ways to exhibit a high level of visual interest and distinguish entries for separate residences as feasible for security and privacy

c. Incorporate setbacks, modulate building mass, and design multi-family buildings and projects in consideration of the development patterns of the surrounding neighborhood.

LU 9.2 **Amenities.** Encourage new multi-family development to provide amenities for residents, such as on-site recreational facilities and community meeting spaces.

LU 9.3 **Development Transitions.** Ensure sensitive transitions in building scale between buildings in multi-family residential areas and lower-scale buildings in adjoining residential neighborhoods and commercial districts.

LU 9.4 **Streetscapes.** Provide ample public spaces and tree-lined sidewalks or pathways furnished with appropriate pedestrian amenities that contribute to comfortable and attractive settings for pedestrian activity in multi-family neighborhoods.

LU 10.1 **Home Occupations.** Accommodate home occupation uses in residential neighborhoods provided that they have no significant traffic, parking, delivery, or other impacts on the neighborhood associated with the business activity.

LU 10.2 **Daycare Centers.** Maintain regulations for large-family daycare facilities (as defined by the State of California) and childcare centers to minimize impacts on residential neighborhoods, to the extent permitted by state law.

LU 10.3 **Religious Institutions.** Regulate the location and use of religious institutions in and adjoining residential neighborhoods to prevent significant traffic, parking, noise, and other impacts.

Commercial Corridors and Districts

LU 11.1 **Diversity of Uses.** Provide for and encourage the development of a broad range of uses in La Habra's commercial centers and corridors that reduce the need to travel to adjoining communities, and capture a greater share of local spending.

LU 11.2 **Compact and Vital Commercial Development.** Provide for the concentration of commercial uses in nodes along arterial corridors in a manner that provides for improved commercial services to the community, maximizes revenue generation, and improves the balance of jobs and housing.

LU 11.3 **Economic Vitality.** Encourage the intensification of existing commercial centers by permitting the construction of new buildings on surface parking lots and allowing greater building density.

LU 11.4 **Differentiation of Districts.** Establish and maintain distinct identities for La Habra's commercial districts differentiating the Central District (Civic Center/Downtown); neighborhood, shopping centers, and retail service centers; and corridors by use, scale and form of development, and amenities.

LU 11.5 **Cohesive Development.** Discourage the piecemeal development of commercial sites and corridors.

LU 11.6 **Enhanced Design Character.** Encourage the renovation, infill, and redevelopment of existing commercial centers and corridors to improve their architectural design and quality, reduce the visual prominence of parking lots, make centers more pedestrian friendly, reduce visual clutter associated with signage, and enhance the definition and character of the street frontage and associated streetscapes.

LU 11.7 **Architecture and Site Design.** Require that new development and renovated or remodeled existing buildings in multi-tenant centers and corridors be located and designed to complement existing uses, as appropriate, and exhibit a high quality of architecture and site planning in consideration of the following principles:

a. Seamless connections and transitions with existing buildings, in terms of building scale, elevations, and materials

b. Integration of signage with the buildings' architectural character

c. Landscaping contributing to the appearance and quality of development

d. Clearly delineated pedestrian connections between business areas, parking areas, and to adjoining neighborhoods and districts

e. Incorporation of plazas and expanded sidewalks to accommodate pedestrian, outdoor dining, and other activities.

LU 11.8 **Buffering Adjoining Residential Areas.** Ensure commercial uses adjoining residential neighborhoods or in mixed residential and commercial developments be designed to be compatible with each other.

LU 11.9 **Retail Streetscapes.** Maintain and, where deficient, improve street trees, plantings, furniture (such as benches, trash receptacles, newsracks, and drinking fountains), signage, public art, and other amenities that promote pedestrian activity in retail commercial districts and corridors.

LU 11.10 **Connectivity to Neighborhoods.** Link commercial districts to adjoining residential neighborhoods and other districts by well-designed and attractive pedestrian sidewalks and corridors, where appropriate.

LU 11.11 **Bicycle Facilities.** Encourage developers of multi-tenant commercial centers to incorporate facilities that promote customer and employee access by bicycles, such as secured storage, and showers and lockers for employees.

Mixed-Use Corridors and Districts

LU 12.1 **Land Use Mix.** Allow for the development of properties and buildings in areas designated as "Mixed Use" for commercial, office, and/or multi-family housing uses with residential development limited to parcels of one acre and larger.

LU 12.2 **Development Scale.** Establish standards to assure that a sufficient scale and footprint of any single use is achieved in mixed-use areas to establish a cohesive environment that minimizes impacts attributable to the adjacency of differing uses. This may define minimum parcel and building sizes, number of housing units, and/or nonresidential square footage, as well as relationships and setbacks among the uses.

LU 12.3 **On-Site Amenities.** Require that residential/commercial mixed-use projects provide on-site recreational areas and other pedestrian-scale amenities such as benches, fountains, and landscaping that contribute to the living environment of residents, or contribute funds for their development within proximity of the project.

LU 12.4 **Design Integration.** Require that residential and nonresidential portions of mixed-use buildings and sites be integrated through architectural design, development of pedestrian walkways, and landscaping.

Appendices

LU 12.5 **Compatibility of Residential and Nonresidential Uses.** Require that buildings and sites that integrate housing with nonresidential uses are designed to assure compatibility among uses and public safety, including separate accesses, fire suppression barriers, secured resident parking, noise insulation, and other similar elements.

LU 13.1 **Land Use Mix.** Provide for the development of multi-family housing with retail and office uses in the Civic Center/ Downtown Core (designated as "Central District 1 and 2") and adjoining properties to provide a substantial customer base to support the viability of local businesses, enable residents to live close to jobs, and create an active, walkable environment. Residential development is limited to parcels of one acre and larger.

LU 13.2 **Center for Jobs.** Provide for the development of higher density offices in the Civic Center/Downtown Core (areas designated as "Commercial, Professional Office Priority") to complement and support adjoining retail, civic, and residential uses.

LU 13.3 **Lot Consolidation.** Allow for development densities that incentivize the consolidation of parcels fronting La Habra Boulevard with those fronting 1st Avenue to support larger scale mixed-use development projects.

LU 13.4 **A Pedestrian-Active Downtown.** Require that the ground floor of buildings facing La Habra Boulevard be developed for pedestrian active retail and comparable uses, with housing located on their upper floors or to their rear.

LU 13.5 **Downtown Parking.** Require that parking be located and accessed from the rear of buildings facing La Habra Boulevard, while supporting the development of shared parking structures as an alternative for individual on-site parking.

LU 13.6 **Connectivity.** Consider improvements of the north-south streets and those parallel to La Habra Boulevard to enhance their pedestrian character and connect to the Union Pacific Railroad corridor/greenway, including possible sidewalk widening, landscaping, wayfinding signage, lighting, and comparable improvements.

LU 13.7 **Integrated and Cohesive Development.** Amend or prepare a new Specific Plan to guide the integrated and cohesive development of the larger Civic Center/Downtown Core area, extending from the Civic Center south to the Union Pacific Railroad corridor, to facilitate unified development of a pedestrian-oriented center of community identity and activity.

LU 14.1 **Consolidated Development at Key Nodes.** Promote the efficient and intensified economic vitality of commercial centers located at major arterial intersections (designated as "Mixed Use Center 1, 2, and 3") by constructing new buildings on surface parking lots and allowing greater building density for commercial, office, and/or multi-family housing. These may contain any single use, multiple uses distributed horizontally

on a site, or multiple uses with the ground floor of building developed retail or office uses and housing on their upper floors. Residential development is limited to parcels of one acre and larger.

LU 14.2 **Places of Community and Neighborhood Identity and Activity.** Require that centers containing a mix of retail, office, and/or multi-family housing be designed to establish the character of distinct, cohesive, and pedestrian-oriented place that is linked with and walkable from adjoining residential neighborhoods. Contributing elements may include:

a. Wide sidewalks, plazas, and courtyards along building frontages for outdoor dining and gathering

b. Pedestrian walkways connecting parking areas with buildings and public spaces that are well defined by paving materials, landscaping, lighting, and way-finding signage

c. Landscaping that is sustainable and contributes to the aesthetic and economic value of the center and provides a tree canopy reducing the heat island effect and greenhouse gas emissions

d. Buildings oriented toward the street and public spaces with parking located to the rear of the buildings, underground, or in structures.

LU 15.1 **Shallow Depth Properties.** Promote the redevelopment of shallow depth parcels located along Whittier Boulevard and La Habra Boulevard designated as "Mixed Use Corridor" for multi-family housing, with small scale retail and service uses that provide for the needs and accessible to local residents.

LU 15.2 **Neighborhood Compatibility.** Require that development projects in the "Mixed Use Corridors" are designed to assure transitions in density and scale, and avoidance of impacts on adjoining residential neighborhoods.

Industrial and Mixed Commercial-Industrial Districts

LU 16.1 **Diversity of Uses.** Provide for a variety of industrial and commercial-industrial uses that offer job opportunities for La Habra's residents and revenues to the City without compromising environmental quality.

LU 16.2 **Business Attraction.** Allow sufficient densities that enable development of technology and digital, research and development, and creative industries requiring larger building areas and footprints offering new skilled jobs for La Habra's residents.

LU 16.3 **A Balance of Jobs and Housing.** Encourage the orderly development and expansion of industrial uses based upon current conditions and future projects to achieve a better job/housing balance.

Appendices

LU 16.4 **Supporting Uses.** Encourage the integration of compatible uses in industrial districts that serve the needs of employees and reduce their need to travel off-site during the workday, including such uses as financial services, business services, restaurants, and health clubs.

LU 16.5 **Childcare Facilities.** Encourage major industrial development projects to incorporate childcare facilities on site.

LU 16.6 **Bicycle Facilities.** Encourage major business park and industrial projects to incorporate facilities that promote employee access by bicycles such as secured storage, showers, and lockers.

LU 16.7 **High Quality and Cohesive Industrial Districts.** Encourage the development of unified, mixed-use developments in the City's industrial districts and require that they are designed to accommodate safe and convenient access by vehicles, pedestrians, and bicycles. Contributing elements may include:

a. Location of buildings around common plazas, courtyards, walkways, and open spaces, including amenities for the comfort of employees, such as outdoor seating areas

b. Incorporation of landscape that enhances a park-like setting along property edges, building frontages, and to break the visual continuity of surface parking lots

c. Common signage program for tenant identification and directions

d. Readily observable site access, entrance drives, building entries, and pedestrian paths through parking lots, to create a safe haven and access for pedestrians and minimize conflict between service vehicles, private automobiles, and pedestrians.

LU 16.8 **Sustainable Industrial Development.** Encourage large scale industrial development projects to provide on-site alternative energy sources and containment of stormwater runoff.

LU 16.9 **Buffering from Adjacent Properties.** Ensure that industrial and commercial-industrial developments are positive additions to the La Habra's setting incorporating adequate landscaped buffers to minimize any negative impacts to surrounding neighborhoods and development, and controlling on-site lighting, noise, odors, vibrations, toxic materials, truck access, and other elements that may impact adjoining non-business-park and non-industrial uses.

LU 16.10 **Impact Mitigation.** Cooperate with those agencies concerned with monitoring and controlling the emissions of smoke, particulate matter, noise, odor, and similar industrial uses.

Public Uses and Facilities

LU 17.1 **Adequate Community-Supporting Uses.** Provide public facilities and services which are cost effective, and contribute to the health, safety, welfare and personal development of all La Habra's citizens.

LU 17.2 **Distribution of Community Facilities.** Work with appropriate service provides to ensure that facilities are located throughout the City and in consideration of public safety, efficiency of service, and cost.

LU 17.3 **Co-Location of Community Facilities.** Promote the co-location of parks, schools, libraries, health services, recreation facilities, and other community facilities to support resident needs and leverage limited resources.

LU 17.4 **Coordination with Non-City Public Service Providers.** Coordinate, partner with, and encourage school and utility districts and other government and independent agencies that may be exempt from City land use control and approval to plan and improve their properties and design improvements to achieve a high level of visual and architectural quality that maintains the character of the neighborhood or district in which they are located.

LU 17.5 **School Parking and Access.** Work with schools to ensure that parking and student drop-offs are located to minimize impacts on adjoining residential neighborhoods.

LU 17.6 **Parks and Open Spaces.** Seek to expand the City's parklands, greenways, and open spaces as land becomes available and funding is available and coordinate with other appropriate agencies, as provided for in the Open Space, Parks, Trails, and Recreation (OS) Element.

LU 17.7 **Design of Civic Buildings and Spaces.** Lead by example, demonstrating design excellence in new buildings and properties developed by the City by incorporating sustainable building practices, providing a high level of architectural quality, designing landscape areas that are water efficient, and including other features that demonstrate exceptional standards for development.

LU 17.8 **Compatibility of Public Buildings and Sites.** Ensure that City-owned buildings, sites, and infrastructure are designed to be compatible in scale, mass, character, architecture, and landscape with the district or neighborhood in which they are located, and minimize potential impacts such as traffic, noise, and lighting.

LU 17.9 **Stormwater Facilities.** Work with the Orange County Flood Control District to ensure that structures channeling or retaining water be designed and constructed of materials and colors so as to blend with the natural environment.

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LU 17.10 **Integration of Utilities.** Require utilities that cannot be feasibly placed underground be located and designed to produce the least visual and environmental impact on the community.

Economic Development

Business Environment

ED 1.1 **Consumer Demand.** Explore opportunities to increase the competitive role of the City's retail sector to serve both the community and the larger base of consumers in surrounding communities.

ED 2.1 **Business Attraction.** Attract national-brand and proven local area businesses that provide fiscal and employment benefits for the City.

ED 2.2 **One-Stop Business Assistance.** Offer one-stop rapid response concierge/administrative assistance to businesses seeking to locate or expand within City.

ED 2.3 **Business Attraction-Retention.** Maintain and enhance the review and approval process to provide quick turnaround for business start-ups and expansions that require discretionary review by the Planning Commission and City Council.

ED 2.4 **Business Management Training Assistance.** Promote management training assistance programs offered to small business owners and managers through the Small Business Administration (SBA), Chamber of Commerce, community colleges, and other business promotion/assistance agencies.

ED 2.5 **Business Tax Credits.** Encourage and assist City businesses seeking to obtain tax credits for qualified equipment purchases.

Workforce Engagement

ED 3.1 **Jobs Program Coordination.** Promote and coordinate the scope and timing of worker training and hiring programs offered by the City and area schools/learning centers.

ED 3.2 **Teen Job-Skills Training.** Support teen workforce skills training and work experience programs as part of the study curriculum in local schools.

ED 3.3 **Adult Job-Skills Training.** Promote adult ESL (English as a second language) and basic skills training programs offered through local schools/learning centers.

ED 3.4 **Worker Assistance.** Promote and coordinate pre-school and after-school programs for children of working households without available child care resources.

ED 4.1 **Targeted Job Opportunity.** Explore and identify target industries with well-paying occupations that match or that can enhance the skill base and training capacity of resident workforce.

ED 4.2 **Targeted Job Promotion.** Promote local workforce as marketable resource for job placement companies serving the area and target industries.

ED 4.3 **Targeted Job Growth.** Encourage cooperative partnerships with target industry businesses that plan to increase on-site staffing upon location or expansion within City.

ED 4.4 **Targeted Job Hiring.** Encourage and assist businesses seeking to obtain tax credits for qualified hiring of City residents.

Real Estate Investment

ED 5.1 **Intensification.** Encourage intensification of underutilized property by promoting infill or mixed-use development in locations throughout the City including high-traffic volume intersections and large parcels located along Whittier Boulevard, Beach Boulevard, Harbor Boulevard, Imperial Highway, and La Habra Boulevard.

ED 5.2 **Code Incentives.** Modify and monitor zoning codes to create economic incentives for more intensified forms of land use on previously developed but underutilized parcels.

ED 5.3 **Industrial Property Intensification.** Increase allowable building intensity for industrial development on parcels at least 0.50 acres in size.

ED 5.4 **Industrial Infill Development.** Encourage increased building intensity up to a floor area ratio of 0.80:1:00 for industrially zoned parcels having a minimum lot size of 0.5 acres and have obtained off-site parking agreements that help alleviate employee parking demands.

ED 5.5 **Retail Property Intensification.** Increase allowable building intensity on retail-commercial properties at least 0.50 acres in size and located within areas targeted for intensified infill development.

ED 5.6 **Retail Infill Development.** Encourage increased commercial building intensity up to a floor area ratio of 0.80:1:00, particularly for ground-level retail space provided in connection with mixed-use projects.

ED 5.7 **Residential Property Intensification.** Increase allowable unit density on properties at least 0.50 acres in size that permit multi-family residential land use and are located within areas targeted for intensified infill development.

ED 5.8 **Multi-Family Infill Development.** Encourage increased unit densities ranging from 24 to 50 dwelling units per acre for infill projects that employ a high level of design aesthetic facing public streets and adjacent single-family neighborhoods.

ED 6.1 **Small Project Review.** Sponsor fast-track administrative review and approval for improvements to existing residences and buildings that require permits and increase taxable property value.

ED 6.2 **Coordinated Project Review.** Maintain efforts to provide coordinated and timely multi-department review of projects and encourage coordinated dialogue with other reviewing agencies.

ED 6.3 **Infrastructure Coordination.** Coordinate the scope, timing, and financing of infrastructure required in connection with prospective development projects to optimize the benefit of City-sponsored capital improvement projects.

ED 6.4 **Regulatory Partnership.** Forge partnerships with prospective development projects that seek administratively efficient application and cost-effective compliance with evolving environmental regulations including land use sustainability.

Lifestyle Enrichment

ED 7.1 **Adult Health and Lifestyle Enrichment Programs.** Encourage and offer adult-recreation, health, and senior enrichment programs that appeal to community residents.

ED 7.2 **Child Health and Lifestyle Enrichment Programs.** Encourage and coordinate supervised childcare, after-school, and summer programs that assist working parents and enrich the lives and health of child participants.

ED 7.3 **Pre-Teen through Young Adult Lifestyle Enrichment Programs.** Encourage and offer recreation, health, and enrichment programs for pre-teens and young adults.

ED 7.4 **Healthcare Counseling.** Encourage and promote local agencies that provide education counseling for families and individuals.

ED 7.5 **New Homebuyer Counseling.** Encourage and promote local agencies that provide education counseling to first-time homebuyers seeking to improve credit qualifications and understand the loan and purchase process.

ED 7.6 **Resident Mobility.** Offer curb-to-curb shuttle service for seniors and qualified disabled residents subject to available funding.

ED 7.7 **Childhood Nutrition.** Encourage and promote nutritional eating programs that actively engage children in modifying eating habits through hands-on cultivation and preparation as part of educational curriculum.

ED 7.8 **Resident Nutrition.** Promote and offer food-meal assistance programs for elderly and disadvantaged households.

Fiscal Sustainability

ED 8.1 **Legislative Advocacy.** Actively participate in coordinated multi-agency lobbying efforts to secure legislative reforms that stabilize local revenue appropriations and expand opportunities for new revenue streams.

ED 8.2 **Federal-State Program Leverage.** Actively pursue Federal, State and other agency funding, grants, awards, and resource assistance that allow the City to further its community service objectives.

ED 9.1 **Balanced Fiscal Practices.** Engage in budget planning practices that seek to match budget-period operating expense and available budget-period revenue.

ED 9.2 **Long-Term Infrastructure Viability.** Engage in regular program planning designed to optimize long-term funding capacity for ongoing maintenance and scheduled capital improvement projects directed to community infrastructure and related facilities.

ED 9.3 **Reciprocal Fiscal Benefit.** Ensure project-related fiscal benefits received by the City through cooperative partnerships with targeted projects and businesses equal or exceed the value of related cost relief or fiscal incentive extended to facilitate target development and business activity.

Housing

New Housing

H 1.1 **Support State Housing Policy.** Support State Housing policy by emphasizing, "…the use of those public powers which impact on housing, including, but not limited to land use controls, development controls, and regulatory concessions and incentives."

H 1.2 **Integrated Strategy for Development.** Continue to implement an integrated strategy for the development of new housing, commercial activities, provisions of public facilities, and creation of employment opportunities.

H 1.3 **Support Private Sector Housing Production.** Facilitate the efforts of the private sector in the production of new housing for all economic segments of the community.

H 1.4 **Variety of Housing.** Promote a variety of housing types at scales, values, and locations carefully selected to provide housing opportunities for all economic segments of the population, while emphasizing the protection and conservation of existing single family neighborhoods.

H 1.5 **Market and Non-Market Housing Production Needs.** Achieve, to the maximum extent feasible, the production of new housing in sufficient quantity to meet both market-rate and non-market rate housing needs of the community.

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H 1.6 **Land Use and Housing Components for Jobs/Housing Balance.** Implement, through the Community Development Element, a comprehensive set of strategies to produce job/housing balance.

H 1.7 **Inclusionary Housing.** Explore the development of an inclusionary housing ordinance.

H 1.8 **Mixed Use Development.** Support and encourage the development of affordable residential housing as part of the City's mixed use land use designations.

Housing Maintenance and Conservation

H 2.1 **Maintain Residential Character.** Protect and maintain single-family residential areas in order to maintain the City's existing residential character by fostering improvements of homes and neighborhoods through implementation of maintenance, rehabilitation, and replacement actions and the preservation of residential buildings identified as a historical resource.

H 2.2 **Neighborhood Involvement and Organization.** Support and foster the involvement of interested individuals, citizen's groups, and organizations to provide input and voice the problems and needs of the community.

H 2.3 **Supportive Public Facilities.** Provide for, or cause the provision for, the development of schools, parks, streets, sewers, storm drains, utilities, and other public facilities to support the conservation and maintenance of the City's housing stock.

H 2.4 **Supportive Capital Improvement Programs.** Maintain a long-term capital improvement program as funding permits, which identifies specific areas throughout the La Habra and schedules projects that would directly support the conservation and maintenance of the City's housing stock.

H 2.5 **Adequate Housing Sites through Land Use and Zoning.** Provide adequate housing sites through appropriate General Plan land use designations, zoning, and specific plan land use designations to accommodate the City's fair share of regional housing needs.

H 2.6 **Standard Condition of Housing.** Attain a situation where the residents of La Habra live in housing that is in standard condition.

H 2.7 **Services to County Islands.** Promote adequate provisions of governmental services to County Island areas by intergovernmental coordination and annexation.

H 2.8 **Rehabilitation and Home Improvement Program.** Continue to provide rehabilitation and home improvement assistance to low- and moderate-income households and participate in appropriate Federal and State grant programs in order to

stimulate rehabilitation and preserve the desirable residential character of the community.

H 2.9 **Nonprofit Organizations.** Cooperate with nonprofit organizations in the acquisition and rehabilitation of substandard dwelling units.

H 2.10 **Preservation of Affordable Housing.** Preserve the existing affordable housing stock and place long-term affordability restrictions on assisted housing.

H 2.11 **Regulation and Enforcement for Maintenance.** Administer and maintain necessary regulations and enforcement procedures to ensure proper maintenance of residential dwelling units.

H 2.12 **Housing Design.** Encourage housing providers to use design elements that meet code requirements and add to the safety, health, and security of residential environments.

H 2.13 **Energy Conservation.** Encourage the design and construction of new homes and rehabilitation of existing homes in accordance with both voluntary and mandatory green building standards and energy saving criteria adopted by the City.

Housing Assistance and Balance

H 3.1 **Equal Housing Opportunity.** Support equal housing opportunity in the City of La Habra for all residents regardless of race, color, age, national origin, religion, sex, familial status, or disability to obtain decent housing and a suitable living environment.

H 3.2 **Assistance to Prevent Housing Discrimination.** Assist the efforts of nonprofit organizations to prevent housing discrimination and achieve access to housing regardless of race, color, age, national origin, religion, sex, familial status, or disability.

H 3.3 **Support and Participate in Housing Programs.** Maximize the opportunities, when feasible, to support and participate in programs sponsored by other levels of government which would assist households in need of monetary housing assistance, financing, or housing rehabilitation funds.

H 3.4 **Special Needs Households.** Recognize the special needs of certain segments of the community including the elderly, disabled and persons with developmental disabilities, large families, homeless, and low- and moderate-income families and make provisions for housing that is supportive of these special needs.

H 3.5 **Special Needs of the Homeless.** Recognize the importance and need to temporarily house homeless populations and others in housing crisis situations through emergency shelters and transitional and supportive housing options.

H 3.6 **Apartment Conversion to Ownership.** Regard the conversion of apartments to ownership condominiums as a positive contribution to the housing stock in La Habra

and a homeownership opportunity for moderate-income households. Tenant displacement problems will be mitigated and a desirable level of apartment or rental units will be retained in the housing stock.

H 3.7 **Additional Housing Assistance Resources.** Continue to seek additional resources to meet the needs of lower income households and special needs households.

H 3.8 **Day Care.** Promote day care services to assist female heads of household, single heads of household, and low- and moderate-income families with special needs for day care in order to be employed, which is financially supportive to housing costs.

H 3.9 **Job Training.** Promote job training/retraining for residents to increase employment opportunities, which is financially supportive to housing costs.

H 3.10 **Homeownership Assistance.** Provide homeownership assistance to first time homebuyers and low- and moderate-income households.

Historic/Cultural Resources

Identification and Protection

CR 1.1 **Identification.** Maintain and periodically update the inventory of historic and cultural resources that may be eligible for listing in significant registers, including individual properties, sites, and districts to provide adequate protection of these resources.

CR 1.2 **Applicable Laws and Regulations.** Ensure that City, State, and Federal historic preservation laws, regulations, and codes are implemented including the California Historical Building Code and State laws pertaining to archaeological resources, to assure the adequate protection of these resources.

CR 1.3 **Consultation.** Consult with the appropriate organizations and individuals to minimize potential impacts to historic and cultural resources, such as the Information Centers of the California Historical Resources Information System (CHRIS), the Native American Heritage Commission (NAHC), the Native American groups and organizations.

CR 1.4 **National, California, and Local Registers.** Encourage and assist property owners of qualified resources to seek listing for qualified resources under the appropriate register(s) including the National Register of Historic Places, California Register of Historic Resources, and Orange County Historical Landmarks.

CR 1.5 **Planning.** Take historical and cultural resources into consideration in the development of planning studies and documents.

CR 1.6 **Historic Resource Property Maintenance.** Encourage the maintenance and upkeep of historic resources to avoid the need for major rehabilitation and to reduce the risks of demolition, loss through fire or neglect, or impacts from natural disasters.

CR 1.7 **Historic Preservation Enforcement.** Review proposals by property owners for the modification of potential and listed historic resources for conformance with Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Preserving Historic Buildings (Secretary's Standards).

CR 1.8 **Early Consultation.** Minimize potential impacts to historic and cultural resources by consulting with property owners, land developers, and the building industry early in the development review process.

CR 1.9 **Compatibility with Historic Context.** Review proposed new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context. Pay special attention to the scale, massing, and relationship of proposed new development to surrounding historic resources.

CR 1.10 **Contextual Elements.** Encourage the preservation, rehabilitation, restoration, and/or reconstruction, as appropriate, of contextual elements (e.g., structures, landscapes, street lamps, signs) related to the historic resource.

CR 1.11 **Historic Preservation as Sustainable Development Tool.** Encourage the preservation and adaptive reuse of historic buildings as a means of reducing the use of raw materials and realizing sustainable development goals.

CR 1.12 **Integration of Sustainability Technologies.** Establish guidelines for the application of sustainability technologies in the improvement of historic buildings, such as solar installations and sustainable retrofitting, to assure that they do not adversely impact their defining historic characteristics.

CR 1.13 **Archaeological Resources.** Develop or ensure compliance with protocols that protect or mitigate impacts to archaeological, historic, and cultural resources including prehistoric resources.

Public Awareness and Education

CR 2.1 **Awareness of Historic Resources.** Support programs and policies to raise the awareness of the value of historic resources in strengthening communities, conserving resources, fostering economic development, and enriching lives.

CR 2.2 **Coordination with Other Entities.** Support public, quasi-public, and private entities in their housing preservation programs and efforts.

CR 2.3 **Historical Trail.** Work with local businesses and organizations to develop a route and wayfinding signage connecting La Habra's historic and cultural sites and buildings, and provides landmark plaques describing the history and significance of the resources.

Appendices

Community Identity

Distinct Community Places

CI 1.1 **A Community of Places.** Provide for the distribution and concentration of new development to establish clusters of distinct, identifiable, and walkable mixed-use centers and corridors, differentiated from the City's automobile-oriented "strip corridors," as guided by the Land Use Plan Diagram.

CI 1.2 **Neighborhoods.** Support local initiatives to distinguish the identities of La Habra's residential neighborhoods in consideration of their history, urban form, topography, and social and cultural settings.

CI 1.3 **Identification of Place.** Develop a program of well-designed signage that identifies and distinguishes La Habra's neighborhoods, districts, and streets.

CI 1.4 **Natural Setting.** Maintain the City's hillsides and open spaces as elements that separate and distinguish La Habra from surrounding communities.

Aesthetic Environment

CI 2.1 **Unique Sense of Place.** Promote quality site, architectural, and landscape design that incorporates qualities and characteristics that make La Habra desirable and memorable including varied architectural styles, tree-lined streets, distinctive parks and open spaces, and walkable blocks.

CI 2.2 **Building Scale and Design.** Require that buildings and sites are designed to exhibit a high level of visual quality and are sensitive to the human scale.

CI 2.3 **Responsiveness to Context.** Require building design that respects to the local context in scale, massing, and materials; is responsive to La Habra's climate; and considers the historic and cultural context of its neighborhoods.

CI 2.4 **Iconic Buildings.** Encourage the development of iconic public and private buildings in key locations to create new landmarks and focal features that contribute to La Habra's identity.

CI 2.5 **Attractive and Walkable Streets.** Enhance the City's identity and image by tree planting and landscaping for the public rights-of-way and front setback areas of all major commercial and mixed-use districts and corridors.

CI 2.6 **Sustainable Streetscapes.** Develop a consistent palette of drought-tolerant and native street plantings, permeable hardscapes, and low energy lighting fixtures that contribute to a high quality visual environment, while distinguishing La Habra as a model of sustainability.

CI 2.7 **Boulevard of the Bells.** Maintain and expand, where appropriate, in partnership with appropriate organizations, the installation of mission bells along La Habra Boulevard in recognition of its previous history as "The El Camino Real."

CI 2.8 **The El Camino Real.** Partner with appropriate organizations for the installation of mission bells, where appropriate, along Harbor Boulevard south of Whittier Boulevard to the southern City Limits and along Whittier Boulevard from the western City Limits to Harbor Boulevard in recognition of the existing "El Camino Real" route.

CI 2.9 **Railroad Corridor Greenway.** Promote the landscaping of the Union Pacific Railroad right-of-way as a visual and physical asset that links and contributes to the quality of La Habra's neighborhoods and districts.

CI 2.10 **Utility Undergrounding.** Continue existing programs and seek additional funding to complete the undergrounding of La Habra's utilities.

CI 3.1 **Sense of Community.** Establish a common logo and design template that will be consistently used for signage of public rights-of-way, places, and buildings.

CI 3.2 **Wayfinding.** Develop a system of well-designed wayfinding signage that provides information and directions to key destinations in La Habra such as the Civic Center, Downtown Core, commercial and mixed-use centers, historic buildings and sites, and parks.

CI 3.3 **Private Signage.** Require that signage on private buildings be designed to exhibit a high quality of interest and visual appeal; be integrated into and reflect the building's architectural design character; and sized to not overwhelm its scale and mass.

Entries to the City

CI 4.1 **Awareness of Entry.** Enhance and celebrate key entrances to La Habra with signs, landscaping, street trees, lighting, banners, gateways, and/or entry features.

CI 4.2 **Iconic Private Development.** Promote the development of iconic buildings distinguished by their architecture and landscaping design at key entries of the City.

Community and Culture

CI 5.1 **Programs for the Youth.** Administer programs and support those offered by private organizations that benefit the mental, physical, and psychological growth of La Habra's youth.

CI 5.2 **Family Programs.** Administer programs and support those offered by private organizations that offer services, education, and opportunities for members of the community that improve the quality of life for the entire family.

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CI 5.3 **Working Parents.** Encourage and coordinate supervised childcare, after-school, & summer programs that assist working parents and enrich the lives of child participants.

CI 5.4 **Healthcare Counseling.** Encourage and promote local agencies that provide education counseling for families and individuals seeking coverage in federal mandated healthcare or Medi-Cal programs.

CI 5.5 **Childhood Nutrition.** Encourage and promote nutritional eating programs that actively engage children in modifying eating habits through hands-on cultivation and preparation as part of educational curriculum.

CI 5.6 **Resident Nutrition.** Promote and offer food-meal assistance programs for elderly and disadvantaged households, based on funding availability.

CI 6.1 **Calendar of Events.** Administer and partner with local organizations in the conduct of an annual program of events and celebrations that offer opportunities for residents to gather, recreate, and appreciate life in La Habra.

CI 6.2 **Farmers Markets.** Support local organizations in establishing and maintaining a regular schedule of farmers markets that enable La Habra's residents to purchase fresh, local, and healthy foods.

Mobility/Circulation

Regional and Local Roadway Networks/Facilities

City Circulation

RN 1.1 **Regional Transportation Plan.** Support the regional transportation and growth management plan to conserve energy, improve air quality, and reduce greenhouse gas emissions (GHG) as appropriate and beneficial to the public welfare of the City and adjacent communities.

RN 1.2 **Consistency with Orange County Master Plan of Arterial Highways.** Ensure future roadway plans are consistent with the Orange County Master Plan of Arterial Highways (MPAH).

RN 1.3 **Local MPAH.** Develop a local master plan of arterial highways that is consistent with the Orange County MPAH to guide development and reflect the local needs of the circulation system.

RN 1.4 **Congestion Management Plan Compliance.** Maintain compliance with Orange County Congestion Management Plan (CMP) requirements, including: Consistency with CMP level of service standards; Adoption of a 7-year capital improvement program; analysis of impacts of land use decisions on the CMP highway system; and adoption and implementation of deficiency plans when intersections do not meet LOS standards.

RN 1.5 **Long Range Transportation Plan.** Support the goals and objectives of the Orange County Long Range Transportation Plan (LRTP), including expansion of transportation system choices, improvement of transportation system performance, and sustainability of transportation infrastructure.

RN 1.6 **Regional Transportation System Improvements.** Cooperate and participate with regional, County and surrounding cities' efforts to develop an efficient regional transportation system.

RN 1.7 **Street System Improvements.** Maintain and improve, where needed, the City's street system to maintain acceptable levels of service and provide a reliable and uncongested transportation system for the citizens of La Habra.

RN 1.8 **Safe Street Design.** Ensure that street system improvements incorporate design that considers safe movement for all street users (motorists, bicyclists, transit users, pedestrians, the disabled, and commercial users).

RN 1.9 **Resolve Regional Impacts.** Participate in cooperative planning efforts with local jurisdictions in Orange County and Los Angeles County to resolve regional transportation issues.

RN 1.10 **Maintain Acceptable Levels of Service.** Strive to achieve or maintain an acceptable level of service of LOS D or better at City jurisdiction intersections and LOS E or better at State Highway and CMP intersections.

RN 1.11 **Complete Streets.** Implement complete street improvements and maintenance as funding becomes available.

RN 1.12 **Signal Coordination.** Coordinate traffic signals consistent with the OCTA Regional Traffic Signal Synchronization Master Plan and City of La Habra Local Signal Synchronization Plan to achieve better utilization of available street capacity.

RN 1.13 **SCAQMD Goals.** Support the South Coast Air Quality Management Plan of acceptable transportation alternatives such as alternative modes, alternative energy, and non-motorized options.

RN 1.14 **Agency Cooperation.** Encourage other governmental agencies such as Caltrans, SCAG, and OCTA to continue to improve transportation arteries to and through La Habra, particularly state and local highways in a manner consistent with the goals, policies, and programs of the La Habra General Plan 2035.

RN 1.15 **Traffic Mitigation Fee.** Require a locally collected and administered traffic mitigation fee to guarantee that new development pays for its fair share toward improvements resulting in reductions in air quality, GHG emission, and traffic impacts generated by the development.

RN 1.16 **Fee Allocation.** Allocate the traffic mitigation fee to pay the costs of needed transportation improvements.

Non-Motor/Alternative Transportation System

Public Transit System

AT 1.1 **Public Transportation Availability.** Work with the Orange County Transportation Authority (OCTA) and other transit agencies to assess City public transportation needs and to assure delivery of public transportation when and where it is needed.

AT 1.2 **Transit Accessibility.** Encourage and provide transit accessibility to everyone including the elderly, handicapped, and transit dependent.

AT 1.3 **Transit Centers.** Support development of mini transit centers or hubs (i.e., sheltered locations where several transit lines meet) in new higher density mixed use centers to facilitate convenient transfers and connections. The transit centers should generally include bus parking turn-ins, bus shelters and benches, signage with guide maps and schedules, vehicle, and bicycle parking.

AT 1.4 **Park & Ride Lots.** Work with OCTA and Caltrans to provide designated park & ride locations for safe, convenient places for transit riders to park their vehicles to transfer to a carpool, vanpool, or bus.

AT 1.5 **Transportation Assistance.** Support and participate with OCTA ACCESS Service in providing transportation assistance to senior citizens and the handicapped.

AT 1.6 **Prepaid Transit Passes.** Encourage all employers and schools to provide prepaid passes for employees and students, for use on OCTA, Foothill Transit and Norwalk Transit.

AT 1.7 **Curb-to-Curb Public Transportation.** Expand the curb-to-curb "La Habra Shuttle" public transportation service for more users providing shorter headways and dedicated connections as funding becomes available.

AT 1.8 **Go Local.** Participate in OCTA's Go Local program including encouraging bus service to provide shuttles to/from the Amtrak/Metrolink stations in Fullerton and Buena Park to the La Habra Civic Center and other local employment and activity centers.

AT 1.9 **Passenger Rail.** Support regional passenger rail planning efforts, including provision of shuttles to/from the Amtrak/Metrolink stations in Fullerton, Buena Park, and Norwalk.

AT 1.10 **Fixed Guideway.** Support the extension of the existing Los Angeles Metropolitan Transit Agency (LAMTA) Gold Line fixed guideway transit system to La Habra.

AT 1.11 **Railroad Right-of-Way.** Support conversion of the Union Pacific Railroad right-of-way into a multi-use facility, should the right-of-way become available, considering alternate uses and treatments either for light rail or as a bikeway use or both.

AT 1.12 **Bus Rapid Transit.** Support the development of bus rapid transit, or a high performance bus service combining dedicated bus lanes and transit hubs with high-quality vehicles and amenities, in the City to provide transit service to regional commercial and office areas.

AT 1.13 **Transit Oriented Developments.** Promote the development of new mixed-use projects near established transit corridors and nodes to provide a practical alternative to the single-occupant vehicle, consistent with the Community Development Element Land Use section.

AT 1.14 **Transit Amenities.** Encourage the provision of convenient and attractive transit amenities and streetscape furniture, landscaping, and lighting at bus stops to encourage the use of public transportation.

AT 1.15 **New Development Transit Facilities.** Require developers to include transit amenities such as bus benches, informational signage, and shelters in their development plans when feasible.

Bicycle Facilities

AT 2.1 **Bikeway Master Plan.** Develop a Bikeway Master Plan consistent with the OCTA Commuter Bikeways Strategic Plan, to encourage the development of a safe and convenient bikeway system. The Bikeway Master Plan will focus on strategies to make bicycle transportation a viable option to the private automobile.

AT 2.2 **Regional Bikeways.** Participate in the planning and construction of regional bikeways as both a commuter alternative and for recreational purposes. Consider the bicycle plans of neighboring cities to ensure connectivity on a regional level.

AT 2.3 **Bikeway Network.** Maintain and extend where and when feasible the City's bikeway network to make bicycling an attractive option.

AT 2.4 **Bike Trail Linkages.** Provide additional Class-I, Class-II, or innovative bicycle trail linkages between residential areas, employment areas, schools, parks, commercial areas, and transit stations.

AT 2.5 **Class I Bicycle Routes.** Establish additional Class I bike routes to encourage bicycle riding by providing dedicated facilities separate from vehicle traffic.

AT 2.6 **Pathway Easements.** Require new development to dedicate easements for bicycle trail/pedestrian pathway connections.

AT 2.7 **Alternative Routes.** Pursue opportunities to construct multi-use trails or bikeways along alternative routes such as railroad rights-of-way and flood control channel levees where feasible.

AT 2.8 **Bicycle Parking.** Require that a percentage of parking spaces in new non-residential developments and additions to existing facilities be set aside for secure bicycle parking, to encourage use of bicycles for commuting, shopping, and recreational purposes.

AT 2.9 **Facilities Supporting Bicycle Riders.** Encourage developers of offices and other businesses with a large number of employees to provide showers and lockers as conveniences for bicycle riders and establish a threshold number above which these would be required.

AT 2.10 **Health Through Bicycling.** Support programs which encourage more people to bicycle for transportation and recreation, to provide an attractive and healthy transportation option, which will reduce traffic congestion, air pollution, and noise pollution.

Pedestrian Paths/Walkways

AT 3.1 **Pedestrian Network.** Develop facilities to create a comfortable pedestrian walking environment throughout the City, such as pedestrian pathways, textured paving crosswalks, street furnishings, and landscaping to link residential areas, commercial centers, schools, and parks making walking an attractive option.

AT 3.2 **Pedestrian Linkages.** Require that new developments provide dedicated easements or pedestrian linkages to adjacent developments, establishing an interconnected network of pedestrian sidewalks and paths.

AT 3.3 **Accessible Facilities.** Provide for the adaptation and use of all pedestrian circulation systems by persons with disabilities through the design standards and implementation of projects that recognize their need and increase their access to facilities and services, consistent with Americans with Disabilities Act (ADA) and State requirements.

AT 3.4 **Safe Routes to School.** Support establishment of a safe routes to schools program for all elementary and middle schools, to encourage children to walk or bike to school.

AT 3.5 **Street Walkability.** Provide for the complete street needs of pedestrians to ensure the "walkability" of all streets in residential, retail commercial, and mixed-use areas, including sidewalks, pedestrian crossing opportunities, median islands, pedestrian signals, street furniture, lighting, and signage.

AT 3.6 **Pedestrian Connectivity.** Enhance pedestrian connectivity between pedestrian attractors such as neighborhoods, mixed-use centers, commercial areas, schools, parks,

and entertainment and cultural areas to make the pedestrian option safer and more convenient.

AT 3.7 **Pedestrian Priority Areas.** Identify priority neighborhoods and streets with high walking potential, such as the downtown core, the Civic Center area, mixed-use districts, and residential neighborhoods to maximize the benefits of investing in pedestrian facilities and enhancements.

AT 3.8 **Street Modifications/Improvements.** Enhance pedestrian facilities (e.g., pedestrian pathways, textured paving crosswalks, street furnishings, and landscaping) where feasible when incorporating modifications/improvements into an existing street.

Goods Movement

Designated Truck Routes

G 1.1 **Truck Impacts and Mitigation.** Identify and support projects that link mitigation of truck traffic impacts and expansion of transportation system capacity.

G 1.2 **Truck Route Updates.** Review and update, via special studies, truck route designations within the City.

Transportation Demand Management

Transportation Alternatives

TDM 1.1 **Sustainable Communities Strategy.** Support consistency with the Orange County Sustainable Communities Strategy (OC SCS) and SCAG RTP/SCS by providing an integrated land use and transportation plan to meet mandated emissions reduction targets consistent with SB 375.

TDM 1.2 **TDM Participation.** Increase participation in transportation demand management (TDM) programs such as staggered work hours, flex time, carpooling, vanpooling, transit, bicycling, preferential parking, and alternative technologies.

TDM 1.3 **GHG Emission Targets.** Achieve greenhouse gas emission (GHG) targets through two principal strategies: reducing motor vehicle use and changing land use development patterns.

TDM 1.4 **Commute Trip Reduction.** Support South Coast Air Quality Management District (SCAQMD) trip reduction programs, including such options as park and ride lots, transit subsidies, carpool and vanpool programs, flexible working hours, bicycle facilities, and other traffic reduction strategies.

TDM 1.5 **Project Incentives.** Provide incentives such as reduced parking requirements, trip credits, and lower mitigation fees for projects that are consistent with the OC SCS such as transit-related, mixed-use, and similar projects.

TDM 1.6 **Transit and Carpool Trip Share.** Support efforts by OCTA and other agencies that provide incentives for employers to increase the share of employee work trips made by transit and carpooling to meet the goals required by the SCAQMD.

TDM 2.1 **Alternative Transportation Technologies.** Support alternative transportation technologies and modes through such means as changes in code requirements, preferential parking, and information distribution to reduce vehicle emissions, congestion, and create a more pedestrian-friendly environment.

TDM 2.2 **Alternate Transportation Modes.** Promote alternate modes of transportation and overall system efficiency by maximizing use of existing transportation networks and developing new modes.

TDM 2.3 **Vehicle Occupancy.** Promote programs which encourage and support increased vehicle occupancy, traveler information systems, shuttles, carpool parking, and transit passes.

TDM 2.4 **Alternative Fuels.** Require that 100 percent of the vehicles purchased for the municipal fleet be high-efficiency (hybrid), low-emission, or alternative fuel vehicles (public safety vehicles exempt).

TDM 2.5 **Alternative Fuel Facilities.** Promote alternative fuel support facilities such as hydrogen and CNG fueling stations and electric vehicle charging stations for these emerging technologies.

TDM 2.6 **Alternative Transportation Modes.** Require alternate modes of transportation for new low cost housing and senior citizen development projects.

TDM 2.7 **Combined Measures.** Promote the combination of TDM measures as much more effective than any single measure.

Neighborhood Traffic Management Program

Neighborhood Traffic Calming

NTMP 1.1 **Education.** Promote education through information-sharing and awareness raising, targeting drivers, pedestrians, and bicyclists about the best ways to share the road.

NTMP 1.2 **Engineering.** Promote engineering improvements such as physical measures constructed to lower speeds, improve safety, or otherwise reduce the impacts of motor vehicles.

NTMP 1.3 **Enforcement.** Enhance enforcement, targeted police enforcement, to support neighborhood traffic calming goals.

NTMP 1.4 **Resident Input.** Provide a mechanism in the NTMP process such as neighborhood traffic committees to incorporate resident input and determine general public support of the plans.

NTMP 1.5 **General Public Input.** Encourage comments from the general public outside of the plan neighborhoods.

NTMP 1.6 **Traffic Calming.** Implement neighborhood approved traffic calming measures in residential neighborhoods and appropriate commercial areas, such as street narrowing, curb extensions, roundabouts, landscaped medians, and radar speed feedback signs.

NTMP 1.7 **Priority Ranking System.** Establish priority ranking system to evaluate traffic calming requests for implementation throughout the City.

NTMP 1.8 **Special Design Treatments.** Identify streets where special or innovative design treatments such as roundabouts are appropriate to achieve community goals.

NTMP 1.9 **Driveways.** Avoid frequent driveways for new development access in active pedestrian areas, such as the downtown core and mixed-use centers that create conflict points between pedestrians and vehicles.

Intelligent Transportation Systems

Transportation Communications and Control

ITS 1.1 **Traffic Operations Center.** Maintain and improve the Traffic Operations Center and a citywide interconnected network to convert key intersections and roadways into a coordinated traffic management system.

ITS 1.2 **Signal Coordination.** Coordinate signal timing on all major arterials with a local signal synchronization program consistent with the Orange County Traffic Signal Synchronization Master Plan (TSSMP).

ITS 1.3 **Advance Control Technology.** Implement corridor traffic signal synchronization with advance control technology for reducing travel times, vehicle delay and overall congestion.

ITS 1.4 **Traffic Signal Improvements.** Improve the traffic signal system in the City's multimodal corridors to enhance overall system performance.

ITS 1.5 **Traffic Signal Optimization.** Reoptimize traffic signal timing periodically as needed to reduce travel time and delay, and improve traffic flow and air quality.

Appendices

Parking

Parking Alternatives

P 1.1 **On-Street Parking.** Regulate on-street parking demand through implementation of time limits such as 2-hours in retail/restaurant areas to achieve the optimum utilization of parking areas for business and non-residential uses.

P 1.2 **Off-Street Parking.** Require new developments to provide sufficient off-street parking to reduce on-street parking congestion and increase both auto and pedestrian safety.

P 1.3 **Off-Street Parking Alternatives.** Allow developers to meet their minimum parking requirements via shared use with nearby uses, in-lieu fees, or off-site parking.

P 1.4 **Small Business Parking Requirements.** Consider revised parking requirements for small retail businesses such as relaxed parking usage codes, and allowances for joint and shared use parking in areas where much of the trade derives from walk-in business.

P 1.5 **Managed Parking Supply.** Manage the parking supply to discourage auto use through implementation of time limits, pay parking, or permits, while ensuring the reservation of economic development goals.

P 1.6 **Neighborhood Permit Parking.** Review on-street parking conditions and regulations in neighborhoods adjacent to the downtown area and mixed-use districts and update the City's neighborhood permit parking ordinance and control plans for those areas, as needed.

P 1.7 **Overnight Parking.** Regulate and enforce overnight parking in residential neighborhoods.

P 1.8 **Carpool Parking.** Require large employers to provide preferential parking for carpools.

P 1.9 **Preferential Parking.** Encourage new construction to provide preferential parking and/or free parking for carpools, vanpools, and alternative fuel vehicles.

P 1.10 **Parking Reductions for Mixed-Use Developments.** Develop standards allowing reductions in auto parking in mixed-use developments.

P 1.11 **Bicycle Parking.** Require that space in new commercial developments be set aside for bicycles.

Infrastructure

Water System

Water Services

WS 1.1 **Urban Water Management Plan.** Implement the City's Urban Water Management Plan to ensure adequate water supply.

WS 1.2 **Reliable Supply and Cost-Effective Distribution.** Maintain a reliable supply of high quality potable water and a cost-effective distribution system to meet normal and emergency demands for residents.

WS 1.3 **Adequate Water Infrastructure.** Ensure that the City's potable water infrastructure is sized adequately for storage capacity and treatment to serve existing and future projected demands.

WS 1.4 **Water Rights.** Exercise and protect the City's water rights and entitlements in perpetuity.

WS 1.5 **Drinking Water Standards.** Continue to provide domestic water that meets or exceeds state and federal drinking water standards for public water infrastructure facilities and private development projects.

WS 1.6 **Best Practices.** Employ best practices to maintain the highest possible energy efficiency in the water infrastructure system to reduce costs and greenhouse gas emissions.

WS 1.7 **New Water Facility Design.** Ensure that water utility facilities are designed to be safe, aesthetically pleasing, and compatible with adjacent uses.

WS 1.8 **Use of City Water and Domestic Water Facility Construction.** Continue to require issuance of a permit and payment of fees in order to use water from any City water line or construct any domestic water facility in La Habra.

WS 1.9 **Infrastructure Maintenance.** Continue capital improvement funding for the rehabilitation or replacement of critical infrastructure that has reached the end of its useful life.

WS 1.10 **Cooperative Contracts.** Continue to maintain the operation of La Habra's water wells and cooperative contracts for water resources with the Metropolitan Water District of Southern California and California Domestic Water Service.

Water Conservation

WS 2.1 **Water Conservation Standards and Programs.** Implement water conservation standards and programs during non-shortage conditions that reduce water consumption

through conservation, reasonable and beneficial use of water, and prevention of water waste and implement water supply shortage actions during declared water shortage, including reducing water use during times of emergency.

WS 2.2 **Recycled Water.** Investigate alternative sources of water such as the use of reclaimed water, stored rainwater, or grey water for irrigation of landscaped and/or park areas.

WS 2.3 **Water Efficient Landscaping.** Encourage the use of water efficient landscaping (e.g., drought and fire resistant landscaping and native vegetation) in new construction and rehabilitation projects.

WS 2.4 **Water Conservation Irrigation.** Require water conservation irrigation methods such as drip irrigation, soil moisture sensors, and automatic irrigation systems in new construction and rehabilitation projects.

WS 2.5 **Water Conservation Devices.** Require compliance with state laws for water conservation devices such as low flush toilets, self-closing faucets, and pressure reducing valves in all new and major renovated structures.

WS 2.6 **Artificial Turf.** Support the installation of artificial turf where appropriate in La Habra consistent with the Orange County Sustainable Communities Strategy (OC SCS).

WS 2.7 **Public Facilities.** Specify and install water-conserving plumbing fixtures and fittings in public facilities such as parks, community centers, and government buildings where feasible.

WS 2.8 **Economic Incentives.** Support the Metropolitan Water District of Southern California and other agencies to promote the efficient use of water through economic incentives such as a water rebate programs.

Sewer System

Wastewater Service

SS 1.1 **Sewer Master Plan.** Implement the City's Sewer Master Plan to ensure adequate wastewater treatment, collection system capacity, infrastructure, maintenance, rehabilitation, and funding to meet dry and wet weather demands in compliance with applicable discharge standards.

SS 1.2 **Peak Flow Service.** Provide sufficient wastewater conveyance, pumping, and treatment capacity for peak sewer flows and infiltration.

SS 1.3 **Sewer System Rehabilitation Plan.** Implement the City's Sewer System Rehabilitation Plan including focusing on trouble areas with the City's closed circuit television (CCTV) sewer monitoring program to clean and prevent infrastructure failures caused by aging and deteriorating sewer pipelines.

SS 1.4 **Adequate Wastewater Facilities.** Coordinate with the Orange County Sanitation District (OCSD) to provide adequate collection, supply, treatment, and disposal of wastewater to meet the demands of existing and future development.

SS 1.5 **Monitoring Discharge.** Cooperate with OCSD in the monitoring of uses that may generate toxic or potentially hazardous substances to prevent contamination of water and wastewater.

SS 1.6 **Wastewater Best Practices.** Work with OCSD to identify and implement, as feasible, best practices and technologies for wastewater collection and treatment including those that reduce the amount of wastewater requiring treatment, avoid sewage spills affecting stream courses and reservoirs, maintain the highest possible energy efficiency, and reduce costs and greenhouse gas emissions.

SS 1.7 **New Development.** Ensure that new development constructs, dedicates, and/or pays its fair share contribution to the wastewater treatment and collection system necessary to serve the demands created by the development.

SS 1.8 **Sewer Deposit Management.** Continue to enforce the restrictions of material or liquid deposits (e.g., storm drain discharge, ground water discharge, and toxic gases) into the City's sewer system that are pollutants and not in conformance with the Orange County Sanitation District regulations.

SS 1.9 **Fats, Oils, and Grease (FOG) Control Program.** Continue to require the monitoring, inspection, and education of Food Service Establishments (FSEs) to prevent sanitary sewer overflows caused by Fats, Oils, and Grease (FOG) accumulation.

SS 1.10 **Public Outreach.** Conduct public outreach campaigns to educate residents and businesses to limit the amount of oils, pesticides, and toxic chemicals entering the sewer system.

Storm Drain System

Storm Drainage

SD 1.1 **Storm Drain Master Plan.** Implement the City's Storm Drain Master Plan to ensure an adequate storm drainage system.

SD 1.2 **NPDES Permit.** Require new development and rehabilitated structures to minimize stormwater runoff and pollutants consistent with the City's National Pollutant Discharge Elimination System (NPDES) permit.

SD 1.3 **Adequate Storm Drainage Infrastructure.** Ensure that the City's storm drainage culverts, channels, and facilities are adequately sized, maintained, and upgraded to

adequately convey stormwater runoff and prevent flooding for existing and new development.

SD 1.4 **Facility Design.** Design stormwater drainage systems to be environmentally sustainable, appear natural in character, and to be compatible with surrounding uses.

SD 1.5 **Best Practices.** Use and update best practices for stormwater management.

SD 1.6 **Illicit Connections.** Continue to enforce the prohibition of illicit connections and discharges into the storm drain system.

SD 1.7 **Drainage Channels.** Maintain storm drainage channels to adequately convey stormwater.

SD 1.8 **Deficient Areas.** Prioritize the construction of storm drainage infrastructure improvements in areas where deficient service exists to minimize flooding.

SD 1.9 **No Net Increase.** Require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event.

SD 1.10 **Public Outreach.** Implement watershed awareness, stormwater pollution prevention, and water quality educational programs.

Water Quality

Water Quality Systems

WQ 1.1 **National Pollutant Discharge Elimination System and Regional Water Quality Control Board.** Implement the requirements of the Regional Water Quality Control Board (RWQCB) for compliance with the National Pollutant Discharge Elimination System permit and apply best management practices for point source discharges.

WQ 1.2 **Orange County Drainage Area Management Plan and Water Quality Management Plan.** Continue to enforce that all new developments and redevelopments comply with the Orange County Drainage Area Management Plan (DAMP) and that all applicable new developments and redevelopments prepare a Water Quality Management Plan (WQMP).

WQ 1.3 **Low Impact Development.** Encourage the incorporation of Low Impact Development (LID) techniques (e.g., permeable paving, cells, bioswales, tree box filters, rain barrels, rooftop runoff for irrigating lawns) to manage stormwater and urban runoff, reduce runoff and pollution, and assist in maintaining or restoring the natural hydrology.

WQ 1.4 **Protection of Water Bodies.** Require new development to protect the quality of water bodies and natural drainage systems consistent with the City's NPDES permit.

WQ 1.5 **New Development.** Require new development to protect the quality of water resources and natural drainage systems through site design, and use of source controls, stormwater treatment, runoff reduction measures, best management practices, and LID techniques.

WQ 1.6 **Site Development.** Encourage site design and development to minimize lot coverage and impervious surfaces.

WQ 1.7 **Integration Regional Water Management.** Pursue a multi-jurisdictional approach including local, State, and Federal agencies to protect, maintain, and improve water quality and the overall health of the watershed.

WQ 1.8 **City Department Integration.** Integrate water management planning, land use planning, watershed planning, environmental planning, greenhouse gas reductions, climate change measures, and hazard mitigation planning into local decision-making processes to protect the watershed.

WQ 1.9 **Education.** Support water pollution awareness and water quality educational programs to educate the public about practices and programs to minimize water pollution.

Energy

Energy Service

E 1.1 **Adequate Service and Facilities.** Coordinate with energy service providers to supply adequate electricity and natural gas service and facilities are available to meet the demands of existing and future development.

E 1.2 **Undergrounding Utilities.** Coordinate with energy service providers to underground overhead utility lines within the La Habra underground utility districts (UUD) as funding becomes available.

E 1.3 **New Utility Infrastructure.** Require that new utility lines be constructed underground and along existing utility corridors.

E 2.1 **Service Providers.** Encourage energy service providers such as Southern California Edison (SCE) to commit to increasing the use of non-fossil/carbon fuels (e.g., solar and wind) for energy generation.

E 2.2 **Title 24 Energy Efficiency.** Continue to enforce energy conservation measures and efficient design standards related to residential and nonresidential buildings as required by Title 24.

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E 2.3 **California Green Building Standards Code.** Continue to enforce California Green Building Standards Code sustainable construction building practices in the planning, design, and energy efficiency of new construction in La Habra.

E 2.4 **California Energy Code.** Continue to enforce California Energy Code practices regulating and controlling the energy efficiency of buildings in La Habra.

E 2.5 **City Operations.** Promote City operations as a model for energy efficiency and green building and install, as feasible, energy-efficient lighting, appliances, and alternative-energy infrastructure within City facilities.

E 2.6 **Energy Efficiency Audits.** Encourage energy service providers and the private sector to perform energy efficiency audits of existing buildings by evaluating, repairing, and readjusting heating, ventilation, air conditioning, and lighting systems.

E 2.7 **Energy Efficient Design.** Encourage site, building, and landscape design that reduces exterior heat gain and heat island effects (e.g., building orientation and exposure, tree plantings, reflective paving materials, covered parking, cool roofs) to reduce energy demands.

E 2.8 **Renewable Energy.** Encourage the installation and construction of solar (photovoltaic) panel systems in private and public projects as a viable renewable energy source.

E 2.9 **Solar Access.** Ensure, to the extent feasible, that sites, subdivisions, landscaping, and buildings are configured and designed to maximize solar access.

E 2.10 **Land Use Practices.** Implement energy conserving land use practices (e.g., compact and mixed use development, bikeway and pedestrian paths, and transit routes and facilities).

E 2.11 **Cross-Jurisdiction Coordination.** Cooperate with other jurisdictions and groups to maximize energy efficiency and renewable resource usage.

E 2.12 **Public Awareness.** Cooperate with energy service providers to increase public awareness of available energy conservation programs (e.g., best practices, energy rebates) to increase energy efficiency in older neighborhoods and developments.

E 2.13 **Sustainable Development and Energy Conservation Education.** Work with appropriate agencies to make available educational materials for residents and developers regarding the objectives and techniques of sustainable development and energy conservation.

Telecommunications

Telecommunication Systems

T 1.1 **Adequate Facilities and Availability of Services.** Work with telecommunications service providers to meet the facility and service demands of existing and future development.

T 1.2 **Access to Information.** Work with telecommunications service providers to ensure the availability of a wide range of state-of-the art telecommunication services throughout the City that facilitate access to information about public services, transit, emergencies, and other information.

T 1.3 **State-of-the-Art Telecommunication Technologies.** Encourage local industries, libraries, higher educational institutions, and other entities to support innovation in the design and implementation of state-of-the-art telecommunication technologies and facilities (e.g., smart grid applications and fiber optic transport capacity).

T 1.4 **Regulation of Service Providers.** Continue to enforce cable, video, and telecommunications service provider standards and criteria consistent with the Telecommunications Act to encourage the development of telecommunications infrastructure that satisfies local needs, delivers enhanced services, and provides informed consumer choices in an evolving cable, video, and telecommunications marketplace in an aesthetically pleasing manner.

T 1.5 **Reasonable Access to Right-of-Way.** Continue to enforce guidelines to manage reasonable access to the City's public rights-of-way and public property for cable, video, and telecommunications in a manner consistent with applicable federal and state statutes and regulations and the objectives of the City of La Habra.

T 1.6 **Regulation of Wireless Communication Facilities.** Continue to regulate the land use zone, location, height, appearance, and placement of wireless communication facilities (e.g., commercial antennas).

T 1.7 **Design and Siting.** Require that telecommunication facilities (e.g., cellular towers) be designed and sited in an unobtrusive manner that aesthetically fits into the surrounding environment and minimizes visual impacts.

T 1.8 **New Utility Infrastructure.** Require that new telecommunications facilities be constructed underground and along existing utility corridors, when feasible.

T 1.9 **City Operations.** Expand the use of new telecommunication technologies, as appropriate, to enhance the performance of internal City operations and the delivery of public services.

T 1.10 **Public Use in Public Buildings.** Support the incorporation and accessibility of state-of-the-art telecommunication systems (e.g., internet) and services for public use in public buildings (e.g., civic and community centers and libraries).

Solid Waste Management and Recycling

Solid Waste Services

WR 1.1 **Adequate Services and Waste Collection Facilities.** Support efforts of the local solid waste collection, disposal, and recycling service provider to maintain adequate residential, commercial, and industrial solid waste and mixed recycling collection service levels and solid waste facilities in accordance with state law.

WR 1.2 **AB 939 and 50 Percent Diversion.** Continue to partner, plan for, and document compliance with AB 939 source reduction and recycling requirements of 50 percent diversion of solid waste from landfills.

WR 1.3 **Business and Industry Source Reduction Measure.** Support and assist in the study and development of solid waste reduction plans, waste evaluations, and source reduction activities for businesses and industries which help target source reduction measures for solid waste streams and alleviate the need for landfill disposal.

WR 1.4 **Waste Diversion.** Require recycling, composting, and waste separation to reduce the volume and toxicity of solid wastes sent to landfill facilities, with the objective of diverting non-hazardous waste through source reduction, reuse, and recycling.

WR 1.5 **Waste Collection Performance.** Periodically review waste collection performance to verify adequacy of service.

WR 1.6 **New Construction and Recycled Materials Use.** Encourage the use of recycled materials in new construction through the continued enforcement of the California Green Building Standards Code.

WR 1.7 **Adaptive Reuse of Existing Buildings.** Promote the adaptive re-use and integration of existing buildings in new development projects in lieu of demolition unless they are structurally deficient, inconsistent with the spatial needs and functions of the new use, consume excessive energy and water, and/or financially infeasible.

Recycling Services

WR 2.1 **AB 341 and 75 Percent Recycling.** Strive to partner, plan for, and document compliance with AB 341 source reduction, recycling, and composing requirements of 75 percent by 2020.

WR 2.2 **City's Role.** Increase the City's role in the source reduction and recycling components of waste management through recycling programs at City facilities to reduce the quantity of City-generated waste stream.

WR 2.3 **Procurement Policy.** Review, and revise as necessary, the City procurement policy to include recycled products and to provide a price differential to specific products with recycled content to encourage recycling markets.

WR 2.4 **Sustainable Products.** Encourage the increased use of recyclable, non-disposable, and repairable products in an efficient manner.

WR 2.5 **Recycling Collection Centers.** Continue to support recycling participation through permitted drop off and certified recycling collection centers in commercial and industrial areas.

WR 2.6 **Waste Hauler.** Work with the City's waste hauler to:

- continue to ensure residential weekly curbside collection with recycling carts,
- continue to ensure residential weekly curbside collection with greenwaste carts that target and compost yard wastes, and
- explore the possibility of mixing yard debris and food scraps in one curbside cart to reduce waste and create nutrient-rich fertilizer.

WR 2.7 **Compost Markets and Distribution.** Work with the City's waste hauler to encourage the development of local and regional markets for composted materials and distribute compost, as feasible, for City use in parks, green belts, and other areas.

WR 2.8 **Grasscycling.** Continue to promote grasscycling (i.e., leaving grass clippings on the lawn after mowing) to reduce the amount of yard waste disposed in landfills and grass fertilizers or other toxic runoff entering City storm drains and polluting natural waterways.

WR 2.9 **Recycled Tires as Road Base.** Review and promote revision of City bid specifications for road construction to allow for greater use of recycled tires as a constituent of asphalt road base, whenever possible.

WR 3.1 **Tires.** Continue to support Orange County programs that ban tires from disposal at the Olinda and Prima Deshecha Landfills.

WR 3.2 **Proper Disposal of Sharps.** Continue to collect sharps waste (i.e., medical device or object used to puncture or lacerate the skin) at the City's bi-annual household hazardous waste collection events and work with pharmacies in La Habra to expand the collection of sharps throughout the year for proper disposal.

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WR 3.3 **Proper Disposal of Prescription and Over-the-Counter Medications.** Continue to collect unused and waste prescription and other over-the-counter medications at the Police Department's annual collection event and work with pharmacies in La Habra to expand their collection throughout the year for proper disposal.

WR 3.4 **Infectious Waste.** Mange infectious waste generators, treatment, and water management through:

- identifying infectious waste generators and encouraging their use of recyclable (e.g., launderable) materials wherever possible;
- supporting the County landfills to ensure that all infectious waste loads, including small quantity amounts, have been properly treated to render the infectious waste a solid waste; and
- continuing existing programs for informing, training, investigating, and enforcing infectious water management of large and small quantity generators.

WR 3.5 **Asbestos Management at Landfills.** Continue to support County landfills that accept asbestos waste with the enforcement of asbestos management methods (e.g., wetting, bagging, or otherwise containing) according to specific landfill operation practices.

WR 3.6 **State and Regional Coordination of Asbestos Waste and Abatement.** Coordinate with the California Department of Health Services (DHS) regarding progress of asbestos waste treatment alternatives as they relate to asbestos land ban treatment standards and the South Coast Air Quality Management District (SCAQMD) in the enforcement of its regulations on asbestos abatement in demolition and modification of buildings.

WR 4.1 **Recycling and Reuse of Construction Waste.** Continue to enforce the waste management plan for certain construction and demolition projects to reduce landfill waste by diverting a minimum of 50 percent of the construction and demolition debris (e.g., concrete, asphalt paving, asphalt roofing, lumber, gypsum board, rock, and soil).

WR 4.2 **Waste Management Plan.** Review Chapter 15.78 (Waste Management Plan for Certain Construction and Demolition Projects within the City of La Habra) of the La Habra Municipal Code to determine if additions and/or modifications are necessary to further encourage and incentivize construction/demolition (C/D) recycling.

WR 5.1 **City Recycling Locations and Programs.** Communicate recycling options, locations, and City-sponsored programs in La Habra to the public.

WR 5.2 **Public Education.** Prepare and disseminate, as appropriate, informational brochures, newsletters, pamphlets, door hangers, and fact sheets at City Hall, community-wide events, and on the City's website to educate the public on source reduction, solid waste diversion, recycling, infectious waste management, and composting resources and educational programs.

WR 5.3 **Network of Community Leaders.** Study the possibility of establishing a network of elected officials, commissioners, and community leaders to promote the City's source reduction, recycling, and composting goals and programs.

WR 5.4 **Network of Community Volunteers.** Encourage and support the development of a network of community volunteers to promote recycling activities (e.g., battery collection program) and community action projects (e.g., composting demonstration) in neighborhoods.

WR 5.5 **School District Curriculum.** Support school district curricula for grades Kindergarten through twelve that teaches waste management and recycling concepts and encourages the designation of a school recycling coordinator to ensure recycling infrastructure in schools.

WR 5.6 **Technical Assistance for Non-Residential Sectors.** Work with the La Habra Chamber of Commerce to develop a program of technical assistance to the commercial, office, industrial, and non-profit sectors to guide their participation in source reduction activities (e.g., double-sided copying, materials, and packaging) as well as recycling (e.g., paper, cans, and bottles) and composting (e.g., landscape clippings and food waste).

WR 5.7 **Public Awards and Recognition.** Study the possibility of developing a program to issue awards and other types of public recognition to businesses, non-profit groups, community volunteers, schools, and others that establish, show leadership, or participate in source reduction and recycling programs.

Community Services

Open Space, Parks, Trails, and Recreation

Open Space Areas for Natural Resource Protection

OS 1.1 **Natural Resource Preservation.** Preserve open spaces for the protection and maintenance of La Habra's natural resources including watersheds, hillsides, and drainage corridors.

OS 1.2 **New Open Space Opportunities.** Explore opportunities and creative solutions for the acquisition of new open space areas that are maintained or remediated for natural resource preservation provided there is minimal liability or extraordinary short- or long-term maintenance costs for the City as lands are redeveloped in the City.

OS 1.3 **Ecosystem Protection.** Maintain open space lands along and within the established open space flood control channels for the protection of riparian habitats and ecosystems, consistent with requirements to maintain the integrity of these lands for stormwater and flood control management.

OS 1.4 **Aesthetic Buffer.** Utilize open space to serve as an aesthetic buffer between different land uses, where feasible, including the preservation of slope embankments in hillside areas.

OS 1.5 **Open Space Provisions.** Require that significant residential development projects and Specific Plans address and make provisions for adequate amounts of private and/or public passive open space and landscaping that is sensitive to retaining the character of the natural environment where applicable.

OS 1.6 **Open Space Linkages.** Link open space areas preserved for natural resources, other open spaces, and activity centers to help define urban form and beautify the City.

Parks and Recreation Facilities

OS 2.1 **Parkland Standard.** Provide, maintain, and support open space resources including parks, recreational facilities, and open space at a ratio of 2.5 acres per 1,000 residents for active and passive recreational purposes to allow residents opportunities to enjoy physical and mental health.

OS 2.2 **Incentives for Additional Parklands.** Encourage developers to provide land dedications for parks and improvements exceeding minimum City requirements in exchange for incentives established by the City.

OS 2.3 **Parkland Standard Review.** Review the parkland standard (Policy OS 2.1) periodically to ensure it is financially feasible and aligned and acceptable in meeting the recreational needs of La Habra's residents.

OS 2.4 **Park Types.** Maintain a diverse and accessible system of parks and recreation facilities throughout La Habra, which include mini parks designed to provide passive open space, neighborhood parks generally planned for younger children and family groups, and community parks offering a wide range of indoor and outdoor recreation opportunities.

OS 2.5 **New Parks and Recreational Facilities.** Prioritize the development of new parks and recreational facilities with community needs including consideration of a community park.

OS 2.6 **Infill Areas.** Promote the development of small parks that provide active and passive recreational opportunities for local residents in the downtown core and other areas of La Habra targeted for moderate and higher density residential and mixed-use development.

OS 2.7 **Streetscape Parks.** Promote the integration of small plazas, pocket parks, and civic spaces in public streetscapes developed in the downtown core and other active pedestrian areas that support recreation, events, and public gatherings.

OS 2.8 **Privately Owned Open Space Areas.** Enforce compliance with conditions placed on development projects where open space has been set aside for use as a recreational amenity for La Habra's residents and visitors.

OS 2.9 **Funding.** Provide adequate budgetary consideration with property tax revenues and the City's Capital Improvement Program (CIP) to maintain existing parks at a level providing various recreational benefits to the City's residents.

OS 2.10 **Quimby Act Park Fees and/or In Lieu Dedication.** Continue to enforce local ordinances that require subdivision developments with residential land uses including large high-density residential and mixed-use projects to contribute fees or dedicate land, or combination thereof, for development or rehabilitation of parklands or recreational facilities accurately reflecting the burden of the new development on the City's recreational facilities and programs.

OS 2.11 **School Facilities and Joint Use Agreements.** Continue to cooperate with local school districts through joint use agreements for community use of school playgrounds and field facilities.

OS 2.12 **Compatibility.** Ensure that parks, recreation, and community centers are located and designed for compatibility with adjacent uses addressing such issues as noise, lighting, and parking.

OS 2.13 **Sustainable Parks.** Require that new parks are designed and existing parks are retrofitted over time to incorporate sustainable development and landscape practices that reduce water and energy consumption.

OS 2.14 **Healthy Parks.** Require that new parks are designed and existing parks retrofitted over time to incorporate elements that enhance opportunities for residents to engage in vigorous recreational activities and improve their health.

OS 2.15 **Accessible Facilities.** When renovating and creating new recreational facilities, ensure accessibility standards are met as specified in state and federal laws such as the American with Disabilities Act (ADA).

OS 2.16 **Park Maintenance.** Conduct regular park maintenance and facility inspections including buildings, playground equipment, bleachers, monuments, and recreational fields and maintain La Habra's street parkways, medians, and City-owned gardens.

OS 2.17 **Private Commercial Recreational Facilities.** Encourage the development of private commercial recreational facilities, health clubs, and similar uses to help meet the needs and improve the health of La Habra's residents, workforce, and visitors.

Appendices

Recreation Programs

OS 3.1 **Recreational Programs and Services.** Continue to provide a wide range of recreational programs and services for La Habra residents of all ages and abilities including passive, active, individual, team, and other organized opportunities.

OS 3.2 **Youth, Adults, and Seniors.** Continue to provide community services and programs that meet the social, recreational, and health needs of individuals and groups including youth, adults, and seniors.

OS 3.3 **Review Recreation Programs and Services.** Review and update recreation programs and services to ensure alignment with community needs and the overall improved health of La Habra's residents.

OS 3.4 **Collaboration with Non-City Recreation Providers.** Work with and coordinate the use of public facilities with private and quasi-public associations, sport leagues, school districts, and other organizations providing recreational activities for La Habra's residents.

OS 3.5 **Community Special Events.** Support and encourage communitywide special events that incorporate and promote the City's history, family activities, cultural events, and educational opportunities.

Trails

OS 4.1 **Connections.** Connect recreational facilities, residential neighborhoods, and key commercial and activity centers, to the extent feasible, with walking paths, trails, and bikeways.

OS 4.2 **Linear Park/Greenbelt.** Strive towards the development of a linear park/greenbelt system that may include trails along the open space flood control channels and railroad corridors and is linked with adjoining neighborhood and parks throughout the City.

OS 4.3 **Regional Trail System.** Cooperate with the railroad company, Orange County Public Works, and adjacent jurisdictions in developing a regional trail system.

OS 4.4 **Railroad Corridor Trails.** Cooperate with the railroad company to develop a plan whereby the railroad right-of-ways may be landscaped and/or developed for pedestrian and/or bike trails upon abandonment of the rail service or in conjunction with the existing rail line service.

Libraries

Library Services, Facilities, and Program

L 1.1 **Library Services, Facilities, and Programs.** Support OCPL in the provision of library services, facilities, and programs that meet the needs of all residents.

L 1.2 **Library Access.** Coordinate with OCPL to ensure that library facilities are conveniently accessible to pedestrians, bicyclists, public transit, and other modes of transportation.

L 1.3 **Multi-Functional Use.** Support the use of libraries as multi-functional facilities, acting as gathering places, cultural centers, and venues for community events and programs.

L 1.4 **Joint Use.** Support the joint use of libraries adjacent to schools, parks, and community centers.

L 1.5 **Technology.** Support the use of computers, the Internet, and other evolving technologies to digitally access library resources, multi-media, and other information.

L 1.6 **Educational Awareness.** Support campaigns to promote public awareness of library services, facilities, and programs.

Schools

Educational Services and Facilities

S 1.1 **School Capacity.** Cooperate with school districts to ensure that school facilities with sufficient capacity are reserved, constructed, and phased to meet the needs of current and projected enrollment, as permitted by State law.

S 1.2 **Review of Development Proposals.** Include school districts in the review of residential development proposals to ensure that projects adequately address school impacts and issues.

S 1.3 **School Siting.** Coordinate with school districts to ensure that new schools are efficiently and equitably sited throughout La Habra.

S 1.4 **Expansion of Existing Facilities.** Work with school districts to ensure that expanded academic, athletic, parking, and other facilities are located and designed for compatibility with and mitigate impacts on adjoining residential neighborhoods.

S 1.5 **Sustainable and Healthy Development.** Encourage local school districts to use sustainable building design and site development practices for new development and retrofitting of existing facilities and properties that reduce water and energy consumption, wastes, and pollutants and contribute to a healthy environment for students, faculty, and administration.

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S 1.6 **Technology.** Encourage local schools to incorporate new technologies that facilitate learning in the classroom, at remote sites, and connections with other educational institutions located outside La Habra.

S 1.7 **Joint Use.** Continue to coordinate with school districts and private schools to pursue the joint use of school, park, and other facilities through agreements to maximize public use of facilities, minimize duplication of services provided, and facilitate shared financial and operational responsibilities.

S 1.8 **School Transit Plans.** Cooperate with school districts and private schools to prepare school transit plans to reduce automobile trips and increase the use of other transportation modes to schools.

S 1.9 **Developer Fees.** Ensure that residential development fully mitigates its impact on school facilities through the payment of fees or other negotiated methods, as permitted by State law.

S 1.10 **School Resource Officer (SRO) Program.** Continue to support the SRO Program with the placement of La Habra police officers in intermediate and high schools in La Habra to employ education and information as a deterrent against crime, gangs, and drugs as funding is available.

S 1.11 **Extracurricular Educational Programs.** Continue to coordinate with and support local school districts' efforts with respect to student participation in extra- and co-curricular activities such as JROTC, music, athletics, and drama at City/community events such as the State of the City and recognition programs.

S 1.12 **Joint Educational Services.** Continue active discussions and cooperation with the school districts serving the City to best provide appropriate educational opportunities and services to residents, parents, and students to the mutual benefit of the City and school districts in a manner mutually agreeable to both the City and school districts.

S 2.1 **Higher Education Institutions.** Support the development and encourage the expansion of higher education institutions in La Habra, including college satellite campuses.

S 2.2 **Continuing Vocational and Adult Education.** Encourage the development and expansion of continuing vocational and adult education facilities in La Habra in order for residents to obtain workforce skills to meet the needs of the business community.

S 2.3 **Higher Education Institutions and K-12 School Districts.** Encourage higher education institutions to strengthen their links with local K-12 school districts to facilities the transfer of students into these institutions.

Police Service

Police Protection, Personnel, and Facilities

PS 1.1 **Response Time.** Maintain appropriate police service response times for all call priority levels that ensure the safety of La Habra's residents, businesses, and visitors.

PS 1.2 **Sworn Personnel.** Maintain an acceptable sworn officer-to-resident ratio.

PS 1.3 **Nonsworn Staffing.** Maintain acceptable nonsworn or civilian staff to provide quality police services.

PS 1.4 **Operations and Facilities.** Ensure that police operations and facilities are adequate to accommodate increases in functions, staff, and technology as needed.

PS 1.5 **Automatic and Mutual Aid.** Continue to participate in automatic and mutual aid agreements between the police and sheriff departments of nearby local cities and county agencies.

PS 1.6 **Technology.** Ensure that changes and upgrades in equipment and policing activities keep pace with technological advances.

PS 1.7 **Security and Design Features.** Require that security measures are integrated into the design of new development projects, and support the incorporation of Crime Prevention through Environmental Design (CPTED) principles, or other comparable concepts.

PS 1.8 **Review of Development Proposals.** Include the LHPD in the review of development proposals to ensure that projects adequately address crime and safety.

PS 1.9 **Graffiti Removal.** Continue to provide services to deter and remove graffiti as funding is available.

PS 1.10 **Education and Crime Prevention.** Support community-based service and education programs designed to prevent crime, such as the Neighborhood Watch Program, the citizen online police reporting system, and the mobile telephone Tip 411 service.

PS 1.11 **Volunteers in Police Service Program.** Continue to support the Volunteers in Police Service Program that connects local volunteers with La Habra police officers to enhance safety and crime prevention services to the community.

PS 1.12 **Community Policing.** Continue and support educational and training programs enabling resident involvement in community policing and safety such as the Citizen's Police Academy.

Appendices

Fire Service

Fire Protection and Emergency Services

FS 1.1 **Support Fire Service Provider.** Continue to work with and support the City's fire service provider to ensure adequate personnel, facilities, and infrastructure to maintain an acceptable level of fire protection and emergency services in La Habra.

FS 1.2 **Adequate Water Supply.** Maintain adequate water supply and fire flow pressure for fire suppression in La Habra.

FS 1.3 **Enforcement of Codes to Reduce the Risk of Fire.** Continue to enforce all relevant federal, state, and county codes and local ordinances to reduce the risk of fire hazards and implement into the design of all new developments, fire prevention measures as required by the La Habra Municipal Code.

FS 1.4 **Fire Inspection and Permit Program.** Continue to manage the City Fire Inspection and Permit Program to ensure that businesses in La Habra are operating within the highest fire safety standards specified by the federal Uniform Fire Code.

FS 1.5 **Review of Development Proposals.** Include the City's fire service provider in the review of development proposals to ensure that projects adequately address safe design and on-site fire protection.

FS 1.6 **Automatic and Mutual Aid.** Continue to participate in automatic and mutual aid agreements between the fire departments of nearby local cities and county agencies.

FS 1.7 **Inspection and Abatement.** Continue the ongoing program of inspection and abatement of fire hazards through fire prevention measures.

FS 1.8 **Multi-Agency Fire Services.** Continue to coordinate and participate in multi-jurisdictional partnerships for the provision of fire protection and emergency medical services for La Habra's residents and businesses.

Conservation/Natural Resources

Biological Resources/Habitat

Sustainable Ecosystems

BR 1.1 **Biological Resource Protection.** Conserve and protect wildlife ecosystems, riverine corridors, and sensitive habitat areas including the sensitive plant species areas within the Westridge Golf Course.

BR 1.2 **Natural Community Conservation Plan and Habitat Conservation Plan.** Continue to participate in and support the policies of the Central and Coastal Orange County

Natural Community Conservation Plan and Habitat Conservation Plan (NCCP/HCP) as a multi-species/multi-habitat reserve system and long-term management program that primarily protects coastal sage scrub and the species that utilize coastal sage scrub habitat.

BR 1.3 **Regional Conservation Programs.** Consult with Los Angeles County and other regional agencies in the development and implementation of conservation plans for properties adjoining the City to assure that they are compatible with the City's conservation programs and do not adversely impact the diversity or health of its natural resources.

BR 1.4 **Riparian Habitat Integrity.** Work with the Orange County Flood Control District (OCFCD) to maintain open space areas along and within the established creek corridors and flood control channels for the protection of riparian habitats, consistent with requirements to maintain the integrity of these lands for stormwater and flood control management.

BR 1.5 **Riparian Restoration.** Work with federal, state, and/or local agencies to restore riparian communities along and within the established creek corridors and flood control channels where appropriate and feasible.

BR 1.6 **Urban Forest.** Build upon existing streetscapes and develop an urban forest along the City's commercial and mixed-use streets and in neighborhoods that provides avian habitat, sequesters carbon monoxide emissions, is conducive to pedestrian activity, and provides shade.

BR 1.7 **Urban Forest Management.** Manage and care for publicly-owned trees located in parks, parkways, and medians.

BR 1.8 **Tree Preservation.** Encourage the preservation of trees in existing and new development projects that are suitable nesting and roosting habitat for resident and migratory bird species.

BR 1.9 **Enhanced Development Landscape.** Encourage owners of commercial and industrial businesses with expansive surface parking to plant additional trees and landscapes and require new development to incorporate extensive landscapes providing for wildlife habitat, shade, and sequestering of carbon monoxide emissions.

BR 1.10 **Landscaping.** Encourage landscaping that minimizes the need for herbicides and pesticides and that provides food, water, habitat, and nesting sites for birds and other beneficial insects that help maintain the environmental resources and restore the larger ecosystem.

BR 1.11 **Native Plant Use.** Encourage the use of native and drought tolerant plant materials, including native tree species, in public and private landscaping and revegetation projects.

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BR 1.12 **Environmental Review.** Ensure that the development and environmental review process is responsive to the preservation and protection of sensitive wildlife and plant species and other sensitive habitat communities.

BR 1.13 **Site Assessments.** Require site assessments for developments that may adversely affect sensitive biological resources and ensure that individual projects incorporate mitigation measures, as necessary, to reduce impacts.

BR 1.14 **Community Involvement.** Encourage community volunteerism and stewardship in protecting and maintaining La Habra's biological and other natural resources.

Water/Watershed/Groundwater Recharge

Water Resources

W 1.1 **Protection of Water Resources.** Work with Orange County Public Works, private property owners, neighboring jurisdictions, and others as necessary to conserve undeveloped open space areas and natural drainage channels for the purpose of protecting water quality, groundwater recharges, and stormwater management in the City's watershed and waterbodies including Coyote Creek and La Mirada Creek.

W 1.2 **Coyote Creek Watershed Management Plan.** Support the strategies and policies of the Coyote Creek Watershed Management Plan as a framework for improving watershed management practices in the region.

W 1.3 **Flood Control Channels.** Work with Orange County Public Works to explore day-lighting opportunities and the removal of the concrete-lining along flood control channels where safe to do so and flood protection is not compromised allowing for greater groundwater recharge and wildlife habitat.

W 1.4 **Groundwater Management Plan.** Support the Orange County Water District (OCWD) Groundwater Management Plan that monitors groundwater quality and addresses the requirements of Senate Bill 1938, passed in 2002, which ensures compliance of groundwater management plans with the California Water Code.

W 1.5 **New Development and Post-Development Stormwater Runoff.** Require new development and post-development stormwater runoff to control sources of pollutants and improve and maintain urban runoff water quality through site design, stormwater treatment and protection measures, and best management practices (BMPs) consistent with the City's National Pollutant Discharge Elimination System (NPDES) Permit.

W 1.6 **Development in Adjoining Communities.** Participate in the review of proposed development projects located in the watersheds of adjoining jurisdictions tributary to the City of La Habra to assure that there are no adverse impacts on local surface or groundwater quality.

W 1.7 **Landscaping.** Encourage public and private landscaping in new and rehabilitated development projects to be designed to reduce water demand, detain runoff, decrease flooding, and recharge groundwater through activities such as the selection of plant material, soil preparation, and the installation of irrigation systems.

W 1.8 **Pervious Surfaces.** Encourage maximizing pervious surfaces within new or substantially renovated public, institutional, residential, commercial, and industrial development projects.

W 1.9 **Percolation.** Design landscaping and other open space areas in development projects to capture stormwater runoff and percolate into the groundwater basin, to the extent feasible.

W 1.10 **Regional Coordination.** Coordinate with local and regional jurisdictions on groundwater use to minimize overdraft conditions of aquifers.

W 1.11 **Interagency Cooperation.** Collaborate with other jurisdictions and regional agencies in the CCW to address water quality issues of regional or local importance.

W 1.12 **Watershed Education.** Participate in regional and local watershed awareness and water quality educational programs for community organizations, the public, and other appropriate groups.

Air Quality and Climate

Air Quality and Reduction of Greenhouse Gas Emissions

AQ 1.1 **Ambient Air Quality Standards.** Work with the California Air Resources Board (ARB) and South Coast Air Quality Management District (SCAQMD) to meet state and federal ambient air quality standards.

AQ 1.2 **Greenhouse Gas Emission Targets.** Implement a Climate Action Plan (CAP) that defines transportation, energy, area source, water, and solid waste reduction measures for La Habra to achieve Assembly Bill 32 compliant reduction targets and provide local transportation strategies that support the Sustainable Communities Strategy (SCS) adopted by the Southern California Association of Governments' (SCAG) in the 2012 Regional Transportation Plan.

AQ 1.3 **Interagency Coordination.** Work with the Orange County Transportation Authority (OCTA), Orange County Council of Governments (OCCOG), SCAG, and the California ARB in implementing feasible strategies for the reduction of greenhouse gas emissions.

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AQ 1.4 **Air Quality Assessment and Monitoring.** Cooperate with the California ARB and SCAQMD to measure air quality at emission sources and enforce the standards of the Clean Air Act for air quality and GHG emissions.

AQ 2.1 **Land Use and Urban Form.** Reduce air pollution and GHG emissions by discouraging dependence on the private automobile; promoting development that is compact, mixed-use, pedestrian- and bicycle-friendly, and transit-oriented; improving the jobs-housing balance; promoting energy-efficient building design and site planning; using water-efficient systems; and comparable methods defined in the *Land Use Section of the Community Development Chapter*.

AQ 2.2 **Infill and Mixed-Use Development.** Focus infill and mixed-use development in the downtown core, along La Habra Boulevard and Whittier Boulevard, and in activity cores that contain uses and services accessible by walking from adjoining residential neighborhoods to reduce vehicle trips, air pollution, and GHG emissions.

AQ 2.3 **Development-Infrastructure Concurrency.** Manage growth by ensuring the timely provision of infrastructure to serve new development.

AQ 2.4 **Land Use-Air Quality Relationship.** Implement zoning and land use practices that have a beneficial impact on air quality and reduce the impacts of climate change.

AQ 2.5 **Buffer Emission Sources and Sensitive Land Uses**. Consider potential air pollution and odor impacts from land uses that may emit pollution and/or odors when locating (a) air pollution sources, and (b) residential and other pollution-sensitive sources (which may include transit lines, manufacturing, hazardous materials storage, food processing, wastewater treatment, and similar uses).

AQ 2.6 **Evaluate Air Quality Impacts.** Evaluate the significance of air quality impacts from projects or plans as part of the environmental review process and establish necessary and appropriate mitigation requirements for project or plan approval.

AQ 2.7 **New Development.** Review proposed development applications to ensure that projects incorporate feasible measures to reduce construction and operational emissions for reactive organic gases (ROG), nitrogen oxides (NOx), and particulate matter (PM10 and PM2.5) through project design.

AQ 2.8 **Emissions Reduction.** Require development projects that exceed SCAQMD ROG and NOx operational thresholds to incorporate feasible measures through design and/or operational features that reduce emissions, where possible, to a less than significant level.

AQ 2.9 **Equity.** Ensure that all land use decisions are made in an equitable fashion in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution.

AQ 3.1 **Best Practices.** Improve air quality and reduce GHG emissions through best development practices for municipal and utility infrastructure and use of renewable resources.

AQ 3.2 **Low-Impact Infrastructure.** Encourage Southern California Edison Company, Southern California Gas Company, the California Domestic Water Company, Metropolitan Water District, and Orange County Sanitation District to adopt practices and implement improvements that reduce air pollution and GHG emissions, as described in the Infrastructure Chapter.

AQ 3.3 **Private Development Infrastructure.** Facilitate the use of renewable energy and water-efficient systems in residential, commercial, industrial, and other private development projects, provided that they are located and designed consistent with the character and quality of La Habra's neighborhoods and districts.

AQ 3.4 **Public Facilities.** Reduce air pollution and GHG emissions through continued reduction of overall energy and water use of local public infrastructure, facilities, and programs for maintenance and efficiency.

AQ 3.5 **Equipment Maintenance.** Continue maintenance and repair of municipal vehicles and equipment.

AQ 3.6 **Preference for Reduced-Emission Equipment.** Give preference to contractors using reduced-emission equipment for City construction projects and contract for services (e.g., garbage collection), as well as businesses that practice sustainable operations.

AQ 4.1 **Transportation.** Implement comprehensive programs to reduce air pollution and GHG emissions through the reduction of vehicle trips, use of alternative-fuel vehicles, public transit, transportation demand-management (TDM), parking supply management, and comparable strategies defined by the *Mobility/Circulation Chapter*.

AQ 4.2 **Regional Transportation System.** Cooperate and participate with regional, county, and local efforts to develop an efficient regional transportation system reducing vehicle trips and vehicle miles traveled.

AQ 4.3 **Interagency Coordination.** Coordinate overlapping and related components of the state-mandated Congestion Management Plan (CMP) and any other regional plan with the regional Air Quality Management Plan (AQMP).

AQ 4.4 **Fleet Operations.** Continue to purchase low-emission vehicles for the City's fleet and use available clean fuel sources for trucks and heavy equipment.

AQ 4.5 **Zero-Emission and Low-Emission Vehicle Use.** Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles and car-sharing programs by requiring sufficient and convenient infrastructure and parking

facilities in multi-family, mixed-use, and high density centers and corridors to accommodate these vehicles.

AQ 5.1 **Development Dust and Particulate Emission Control.** Regulate development to reduce PM_{10} emissions from construction, demolition, and debris hauling to achieve compliance with federal standards.

AQ 5.2 **City Operations Dust and Particulate Emission Control.** Establish procedures for the reduction of PM_{10} emissions from public facility construction, demolition, debris hauling, and street cleaning to achieve compliance with federal standards.

AQ 6.1 **Air Quality and Climate Change Education.** Promote and disseminate information about state, federal, and regional standards; health effects; and efforts that La Habra's residents and businesses can take to improve air quality and reduce GHG emissions.

AQ 6.2 **Employer Education Programs.** Encourage employers to participate in OCCOG, OCTA, and SCAG public education programs to improve air quality and reduce GHG emissions.

AQ 6.3 **Involvement of Schools and Organizations.** Work with local schools, businesses, and organizations to increase citizens' awareness and participation efforts to reduce air pollution and GHG emissions.

Scenic and Mineral Resources

Scenic Resources

SM 1.1 **Protect Scenic Views.** Protect the viewsheds of the La Habra Basin, West Coyote Hills, Puente Hills, and the San Gabriel Mountains from public parks, major transportation corridors, and public open spaces.

SM 1.2 **Natural Topography.** Preserve the scenic quality of La Habra's natural topography, hillsides, open space, and natural riverine areas.

SM 1.3 **Manmade Scenic Resources.** Preserve La Habra's manmade scenic resources including historic age structures such as the La Habra Children's Museum, the La Habra Depot Theatre, the La Habra Art Building, and the Veteran's Hall, and the building that houses the La Habra History Museum.

SM 1.4 **Recreational Viewing Areas.** Locate and design recreational areas, parks, and trails in consideration of significant visual and scenic resources and to protect viewsheds of adjoining areas.

SM 1.5 **Signage.** Support building and site signage that is appropriate to the use and location and is not visually intrusive.

SM 1.6 **Lighting.** Support practices that minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary including the design and sighting of light fixtures.

SM 1.7 **Night Sky Lighting.** Permit the reasonable use of outdoor lighting for nighttime safety, utility, security, and enjoyment; minimize glare caused by limiting excessive or unnecessary outdoor lighting; conserve energy and resources; and protect the natural environment from the damaging effects of night lighting.

SM 1.8 **Glare.** Support practices in new developments that avoid the creation of incompatible glare or reflection through development design features.

Mineral Resources

SM 2.1 **Compatible Design and Operations.** Require that mineral resource extraction activities, including the reactivation of oil wells, be designed and operated to minimize incompatibilities with nearby land uses and incorporate features that buffer existing and planned adjacent uses.

Community Safety

Natural Hazards

Geologic Hazards

NH 1.1 **Safety Standards.** Enforce state and local seismic and geologic safety laws, standards, and guidelines, including the California Building Code, for site design and construction of new and renovated structures.

NH 1.2 **Geotechnical Investigations.** Require geotechnical investigations prior to approval of development in areas where the potential for geologic or seismic hazards exists addressing, as appropriate, groundshaking, landslides, liquefaction, expansive soils, subsidence, and erosion and incorporate recommended mitigation measures to reduce or avoid the identified hazards.

NH 1.3 **Existing Essential Public Facilities.** Explore opportunities to upgrade and/or retrofit of existing essential public facilities (e.g., fire stations, police stations, etc.) and other important public facilities that do not meet current building and safety code standards as resources are available.

NH 1.4 **Reduce and Control Erosion.** Require that development projects involving grading in hillside areas reduce and control erosion potential by utilizing rapid developing planting techniques, slope terracing, replacement with cohesive soils not subject to erosion, and/or the construction of slope drainage improvements.

NH 1.5 **Education and Coordination.** Educate the public about potential geologic and seismic hazards in the community.

NH 1.6 **Multi-Agency Seismic and Geologic Information.** Establish cooperative partnerships with federal, state, and local agencies to promote sharing of educational information regarding seismic and geologic hazards and safety.

Fire Hazards

NH 2.1 **Urban/Wildland Interface.** Locate, design, and construct development within or adjacent to areas subject to high wildland fire risks, such as La Habra's hillsides, to standards that reduce exposure and potential impacts.

NH 2.2 **Open Space Fire Suppression Access.** Ensure existing access points to La Habra's open space areas are maintained for fire suppression.

NH 2.3 **Fuel Modification and Vegetation Management Review.** Continue to support the City's fire service provider's review of new development to assure it complies with fuel modification requirements, creation of defensible space, and incorporates appropriate plantings and proper vegetation management, as applicable.

NH 2.4 **Wildland Fire Coordination.** Work with the City's fire service provider and surrounding jurisdictions that are subject to wildland fires which may impact La Habra to ensure coordinated wildland fire hazard protection and prevention services.

NH 2.5 **Wildland Fire Education.** Educate the public on wildland fire prevention techniques such as site design, landscaping, and defensible space vegetation management practices to minimize potential wildland fire hazards.

NH 2.6 **Urban Fire Risks.** Work with the City's fire service provider to maintain an ongoing fire inspection program to reduce fire hazards associated with critical facilities, public assembly facilities, industrial buildings, and non-residential buildings.

Flooding Hazards

NH 3.1 **Protection of People and Property.** Adopt, maintain, and implement applicable federal, state, and local laws, standards, and guidelines to protect people and property from the risks of flooding.

NH 3.2 **National Flood Insurance Program.** Continue to participate in the National Flood Insurance Program (NFIP) and floodplain management practices in accordance with federal guidelines to maintain the City's eligibility for flood insurance and qualification for disaster assistance.

NH 3.3 **Flood Hazard Zones.** Require new development and substantial improvements or upgrades in identified Federal Emergency Management Agency (FEMA) flood hazard

zones (i.e., 100- and 500-year floodplains), as shown on Figure 7-1 (Flood Hazards) be constructed in accordance with applicable city, state, and federal regulations including compliance with the minimum standards of FEMA's National Flood Insurance Act to avoid or minimize the risk of flood damage.

NH 3.4 **Orange Public Works.** Support the Orange County Public Work's design, construction, operation, and maintenance of their flood control facilities in La Habra and work with OCFCD to ensure that these facilities maintain adequate capacity to accommodate up to a 100-year storm event.

NH 3.5 **City Storm Drains.** Design and construct storm drains per Orange County Public Works' standards and ensure that City-owned storm drains are operated and maintained to allow for maximum capacity of the system.

NH 3.6 **Privately Owned Natural Drainage Channels.** Require owners of privately-owned sections of natural drainage channels in La Habra keep these sections free from obstructions that may adversely affect flooding onsite or of downstream properties.

NH 3.7 **Essential Public Facilities.** Maintain the structural and operational integrity of critical facilities during flooding events.

NH 3.8 **Sustainable Flood Control Practices.** Work with Orange County Public Works in incorporating improvements in flood control channels that provide opportunities for stormwater detention and groundwater recharge, when major upgrades and/or reconstruction may be required when feasible.

NH 3.9 **Agency Coordination.** Establish cooperative working relationships among local, regional, state, and federal agencies with responsibility for flood protection to minimize flood hazards and improve safety.

Emergency Preparedness

Disaster and Emergency Preparedness and Response

EP 1.1 **Emergency and Hazard Mitigation Plans.** Maintain and implement emergency response and disaster preparedness/hazard mitigation plans to reduce or eliminate the long-term risk to life and property from natural or human-induced disasters and emergencies and to be eligible for certain disaster assistance and mitigation funding including the La Habra Emergency Response Plan (ERP) and the La Habra Hazard Mitigation Plan (HMP).

EP 1.2 **Emergency Management Systems.** Maintain and implement compliance standards and protocol provisions for emergency response organization, communication, and incident management to retain eligibility for federal and state grant and recovery funds

including the National Incident Management System (NIMS) and California's Standardized Emergency Management System (SEMS).

EP 1.3 **Comprehensive Evacuation Plan.** Participate in regional planning efforts to develop a comprehensive evacuation plan that identifies evacuation strategies, routes, and resources required for the safe and orderly evacuation of affected areas of the City and provides emergency shelters for the population, including special needs residents, pets and animals.

EP 1.4 **Adequate Emergency Services.** Coordinate with fire and police service, emergency medical aid providers, and other support services that include first-response to disasters and emergencies including hazardous materials spills.

EP 1.5 **Emergency Site Access.** Require that roads, driveways, and other clearances around structures are located and designed to ensure emergency access.

EP 1.6 **Automatic and Mutual Aid.** Continue to participate in automatic and mutual aid agreements between nearby local cities and county agencies to ensure adequate resources, facilities, and other support services during and after disasters and emergencies.

EP 1.7 **Essential Public Facilities/Post Disaster Response and Recovery.** Require that essential public facilities such as hospitals, fire and police stations, and emergency command centers be located outside of potential hazard areas, including flood hazard zones, and plan for the continued function of these facilities to facilitate post-disaster response and recovery.

EP 1.8 **Emergency and Disaster Preparedness Exercises.** Conduct periodic emergency and disaster preparedness exercises with Orange County, surrounding jurisdictions, and applicable agencies to test and improve response to emergencies.

EP 1.9 **Public Education and Awareness.** Support emergency response and disaster preparedness public education and awareness to empower residents and businesses to prepare for an emergency or disaster.

Noise

Noise Reduction

N 1.1 **Land Use Compatibility.** Restrict the development of noise-sensitive land uses (i.e., schools, medical centers and hospitals, senior centers, and residences) in areas with noise levels that exceed those considered clearly incompatible with the use, as shown in Figure 7-2 and Table 7-1(Land Use Compatibility with Community Noise Environments), unless measures can be implemented to reduce noise to acceptable levels.

N 1.2 **Noise Standards.** Require noise attenuation for residential development where the projected exterior and interior noise levels exceed those shown in Table 7-2 (Residential Exterior and Interior Noise Standards).

N 1.3 **Noise Studies for New Development.** Require an acoustical study for all new residential developments that lie within the 65 dBA noise contour based on projections of future noise conditions resulting from the Plan's traffic increases to ensure indoor levels will not exceed City standards. In addition, the City will continue to enforce the California Building Code for indoor noise levels.

N 1.4 **Noise Attenuation through Building Design.** Require measures that attenuate exterior and/or interior noise levels to acceptable levels to be incorporated into all development projects where current and/or future noise levels may be unacceptable.

N 1.5 **Noise Attenuation through Site Design.** Require noise reduction features to be used in the site planning process for new projects where current and/or future noise levels may be unacceptable. The focus of these efforts will be site design techniques. Techniques include:

- Designing landscaped building setbacks to serve as a buffer between the noise source and receptor.
- Placing noise-tolerant land uses such as parking lots, maintenance facilities, and utility areas between the noise source and receptor.
- Orienting buildings to shield noise-sensitive outdoor spaces from a noise source.
- Locating bedrooms or balconies on the sides of buildings facing away from noise sources.
- Utilizing noise barriers (e.g., fences, walls, or landscaped berms) to reduce adverse noise levels in noise-sensitive outdoor activity areas.

N 1.6 **Noise Between Adjacent and Mixed Uses.** Require that mixed-use and multi-family residential developments demonstrate adequate isolation of noise between adjacent uses through building design and location of loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from the residential portion of the development.

N 1.7 **Interior Vibration Standards.** Require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on current City or Federal Transit Administration (FTA) criteria.

N 1.8 **Construction Noise.** Require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses, to the extent feasible.

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N 2.1 **State Motor Vehicle Noise Standards.** Encourage the enforcement of State motor vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and La Habra Police Department.

N 2.2 **Municipal Fleet.** Purchase municipal vehicles and equipment with low noise generation and maintain them to minimize noise.

N 2.3 **Roadway Noise Sensitivity Measures.** Ensure the implementation of noise attenuation measures in the design of roadway improvements consistent with funding capability.

N 2.4 **Roadway Construction.** Minimize transportation noise through street and right-of-way design or route coordination including reducing speed limits or planting street trees along high-volume arterials.

N 2.5 **Train Operations.** Work with the railroad company to ensure that they mitigate train operations and noise levels to the extent feasible as to not adversely impact adjoining residential neighborhoods including incorporation of mitigating buffers or other noise abatement improvements.

N 3.1 **Protection from Stationary Noise Sources.** Continue to enforce interior and exterior noise standards to ensure that sensitive noise receptors are not exposed to excessive noise levels from stationary sources such as machinery, equipment fans, and air conditioning equipment.

N 3.2 **High-Noise Generating Uses.** Require that bars, clubs, entertainment venues, and other uses characterized by high levels of patronage and activity be constructed and designed consistent with the City's noise standards to isolate noise to the interiors and limit perceptible exterior noise.

N 3.3 **Compatibility with Parks and Recreation Uses.** Limit the hours of operation for parks and active recreation uses in residential areas to minimize disturbances to residents.

N 3.4 **Regulation of Sound-Amplifying Equipment.** Continue to regulate the use of sound-amplifying equipment to prevent impacts on sensitive receptors.

N 3.5 **Construction Activity Hours.** Continue to enforce restrictions on the hours of construction activity to minimize impacts of noise and vibration on adjoining uses from the use of trucks, heavily drilling equipment, and other heavy machinery.

Hazardous Waste

Hazardous Materials, Conditions, and Household Hazardous Waste

HW 1.1 **Hazardous Materials Response.** Maintain and periodically update the City's Hazardous Material Response Plan for the disclosure, regulation, and mitigation of the hazards created by the use, creation, storage, or on-site processing of hazardous materials.

HW 1.2 **Hazardous Waste Facility Siting.** Ensure that hazardous waste facilities transferring, treating, storing, and disposing of hazardous materials are properly sited and are compatible with surrounding land uses, in accordance with the City's Hazardous Waste Facility Ordinance and associated sections of the Orange County Hazardous Waste Management Plan.

HW 1.3 **Hazardous Material Disclosure.** Require that essential information is provided to emergency service personnel of the known use and dangers of hazardous materials present in La Habra, in accordance with La Habra's Hazardous Material Disclosure Ordinance.

HW 1.4 **Assessment of** Known Areas of Contamination**.** Require new development in known contamination areas to perform comprehensive soil and groundwater contamination assessments, in accordance with applicable regulations, and if contamination exceeds regulatory levels, require new development to undertake remediation procedures consistent with county, regional, and state regulations prior to any site disturbance or development.

HW 1.5 **Remediation of Known Sites.** Require that businesses and property owners of known hazardous materials contamination and waste sites develop and implement a remediation plan to investigate, facilitate, and manage the cleanup in coordination and compliance with Orange County, state, and/or appropriate federal agency requirements including the California Department of Toxic Substances Control (DTSC).

HW 1.6 **Hazardous Materials Business Plan.** Require that owners and/or operators of facilities that handle hazardous materials or a mixture containing hazardous materials having a quantity equal to or greater than 55 gallons for liquid, 500 pounds for solids, or 200 cubic feet of gas complete a Hazardous Materials Business Plan (HMBP) to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to possible hazardous materials emergencies pursuant to the California Hazardous Materials Release Response Plans and Inventory Law (Business Plan Act).

Appendices

HW 1.7 **Project Review.** Review all proposed development projects that manufacture, use, or transport hazardous materials and waste in coordination with appropriate state and federal agencies.

HW 1.8 **Best Practices and New Technologies.** Encourage industries, businesses, and residents to utilize best practices and technologies to reduce the use of hazardous materials and generation of hazardous wastes.

HW 1.9 **Hazardous Materials Transport.** Coordinate with Orange County and other relevant agencies to enforce applicable state and local laws regulating the transport of hazardous materials through the City of La Habra including the restriction of hazardous materials transport to designated routes.

HW 1.10 **Railroad Shipments.** Work with the railroad company to identify hazardous wastes shipped though La Habra and confirm programs to ensure public safety.

HW 1.11 **School Siting.** Cooperate with local school districts in enforcing, as appropriate, the California Education Code sections that outline the requirements of siting school facilities near or on known or suspected hazardous materials sites, or near facilities that emit hazardous air emissions, handle hazardous or acutely hazardous materials, substances, or waste.

HW 2.1 **Safe Infrastructure.** Work with utility and infrastructure providers to ensure the proper design, location, and maintenance of energy related infrastructure such as petroleum and high pressure natural gas lines to protect the community from the potential dangers of damaged or compromised facilities.

HW 2.2 **Sufficient Setbacks.** Work with utility and infrastructure providers to ensure sufficient setbacks for energy related infrastructure from sensitive uses such as schools and day care facilities, residential, and medical care facilities.

HW 2.3 **Emergency Response.** Ensure the City's Emergency Response Plan adequately addresses the impacts and response to a damaged or compromised petroleum or high pressure natural gas fuel line in La Habra.

HW 3.1 **Household Hazardous Waste Program.** Provide incentives, when available, to encourage source reduction of hazardous wastes through the City's Household Hazardous Waste Program.

HW 3.2 **Hazardous Waste Collection.** Encourage La Habra residents to safely dispose of household hazardous waste such as batteries and paints and E-waste at community collection events or at designated Orange County collection centers.

HW 3.3 **Used Motor Oil.** Encourage La Habra residents to safely dispose of used motor oil at the certified oil recycling centers in the City.

HW 3.4 **Community Education.** Educate residents and businesses on the proper use, storage, and disposal of hazardous materials and products, and encourage the use of safer, nontoxic, environmentally friendly equivalents.

HW 3.5 **Monitor Hazardous Waste Disposal Practices.** Monitor household hazardous waste disposal practices in coordination with the City's Household Hazardous Waste Program.

HW 3.6 **Proper Disposal of Prescription and Over-the-Counter Medications.** Continue to collect unused and waste prescription and other over-the-counter medications at the Police Department's annual collection event and work with pharmacies in La Habra to expand their collection throughout the year for proper disposal.

HW 3.7 **Monitor Legislation.** Monitor state and federal legislation regarding household hazards waste to remain current on regulatory requirements and improve hazardous waste management methods.

HW 3.8 **Responsibility of Supplier.** Support voluntary initiatives or legislation that would decrease the toxicity of household products sold in La Habra and place more responsibility on products manufactures to pay disposal costs.

HW 3.9 **End Markets.** Identify end markets for materials with recycling potential, especially high volume materials such as latex paints.

HW 3.10 **Waste Exchange Program.** Investigate the feasibility of a waste exchange program for unusable products such as paints, cleaning products, and gardening products.

APPENDIX I

Mitigation Monitoring and Reporting Program

Appendices

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MITIGATION MONITORING PROGRAM FOR:

LA HABRA GENERAL PLAN UPDATE

prepared for:

CITY OF LA HABRA

Contact:
Michael Haack
Director of Community and Economic Development

prepared by:

THE PLANNING CENTER|DC&E

Contact:
Nicole Morse, Esq.
Senior Associate

SEPTEMBER 2013

MITIGATION MONITORING PROGRAM FOR:

LA HABRA GENERAL PLAN UPDATE

prepared for:

CITY OF LA HABRA

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SEPTEMBER 2013

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1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING PROGRAM

This Mitigation Monitoring Program has been developed to provide a vehicle by which to monitor mitigation measures and conditions of approval outlined in the Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2013051092. The Mitigation Monitoring Program has been prepared in conformance with Section 21081.6 of the Public Resources Code and City of La Habra Monitoring Requirements. Section 21081.6 states:

> (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
>
> (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
>
> (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

1.2 EIR SUMMARY

The project is a comprehensive update of the City of La Habra's 2020 General Plan adopted in 1990. The General Plan comprises ten elements: Land Use and Circulation, Housing, Natural Environment, Health and Safety, Economic Development, Source Reduction and Recycling, Household Hazardous Waste, Community Identity, Air Quality, and Growth Management.

1.3 PROJECT LOCATION

The City of La Habra is in the northwest corner of Orange County, and borders Los Angeles County to the north and west. The City is surrounded by the cities of Whittier and La Habra Heights to the north and northwest, Brea to the east, Fullerton to the south, and La Mirada to the west.

1.4 ENVIRONMENTAL IMPACTS

1.4.1 Impacts Considered Less Than Significant

Impacts to the following resources were identified as less than significant:

- Aesthetics
- Agriculture and forestry resources
- Biological resources
- Geology and soils
- Hazards and hazardous materials
- Hydrology and water quality
- Land use and planning
- Mineral resources
- Population and housing
- Recreation
- Utilities and service systems

1.4.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

Impacts to the following resources were identified as potentially significant; however, implementation of required mitigation measures set forth in the DEIR would reduce these impacts to less than significant levels.

- Cultural Resources
- Greenhouse Gas Emissions (GHG) – The Climate Action Plan (CAP) will be adopted concurrently with the General Plan. Under this scenario, GHG impacts would be less than significant. Adoption of the CAP would result in achievement of GHG reduction targets for 2020 and 2035.
- Noise
- Transportation and traffic

1.4.3 Unavoidable Significant Adverse Impacts

Air quality impacts would be significant and unavoidable after implementation of required mitigation measures set forth in the DEIR.

2. Mitigation Monitoring

2.1 MITIGATION MONITORING PROGRAM ORGANIZATION

2.1.1 City of La Habra

The City is the designated lead agency for the MMRP. The City is responsible for review of all monitoring reports, enforcement actions, and document disposition. The City will rely on information provided by individual monitors (e.g., CEQA consultant, noise consultant, archeologist, paleontologist, biologist, geologist, traffic consultant) as accurate and up to date. The implementation of mitigation measures for specific projects will be the responsibility of the project applicant.

2.1.2 Mitigation Monitoring Team

The Community Development Department will be responsible for monitoring the implementation/compliance with all adopted mitigation measures and conditions of approval. Implementation disputes will be resolved by the Director of Community and Economic Development and or his/her designee.

2.1.3 Recognized Experts

The use of recognized experts from responsible agencies will be utilized by the Director of Community and Economic Development or his/her designee to resolve disputes.

2.2 ENFORCEMENT

Agencies may enforce conditions of approval through their existing police power, using stop work orders, fines, infraction citations, or in some cases, notice of violation for tax purposes.

2. Mitigation Monitoring

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3. Mitigation Monitoring Requirements

3.1 PRE-CONSTRUCTION MEETING

A pre-construction meeting will be scheduled to review mitigation measures, implementation requirements, schedule conformance, and mitigation monitoring responsibilities prior to the issuance of any construction permits.

3.2 MITIGATION MEASURES/MATRIX

Project-specific mitigation measures have been categorized in matrix format, as shown in Table 3-1. The matrix identifies the environmental factor, specific mitigation measures, schedule, and responsible monitor. The mitigation matrix will serve as the basis for scheduling the implementation of, and compliance with, all mitigation measures.

3.3 COORDINATION WITH CONTRACTORS

The Chief Building Official is responsible for coordination of contractors and for contractor completion of required mitigation measures.

3.4 LONG-TERM MONITORING

Long-term monitoring related to several mitigation measures will be required, including fire safety inspections. Responsible Agencies/City Departments will be responsible for monitoring for compliance.

3. Mitigation Monitoring Requirements

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Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Monitoring Action	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.2 AIR QUALITY					
2-1	During subsequent project-level environmental review, if construction-related criteria air pollutants are determined to have the potential to exceed the South Coast Air Quality Management District (SCAQMD) adopted thresholds of significance, the City of La Habra Community Development Department shall require that applicants for new development projects incorporate mitigation measures as identified in the CEQA document prepared for the project to reduce air pollutant emissions during construction activities. Mitigation measures that may be identified during the environmental review include, but are not limited to: ▪ Requiring fugitive dust control measures that exceed SCAQMD's Rule 403, such as: - Requiring use of nontoxic soil stabilizers to reduce wind erosion. - Applying water every four hours to active soil-disturbing activities. - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. ▪ Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower. ▪ Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. ▪ Limiting nonessential idling of construction equipment to no more than five consecutive minutes. ▪ Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the SCAQMD's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.	Project applicants and project construction contractors are responsible to implement SCAQMD rules; periodic inspection	Prior to construction and periodically during grading	Community Development Director, Chief Building Official	

2. Mitigation Monitoring

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	***Responsibility for Implementation and Monitoring Action***	***Timing***	***Responsibility for Monitoring***	***Monitor (Signature Required) (Date of Compliance)***
2-2	New industrial or warehousing land uses that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of La Habra Community Development Department prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the South Coast Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand (1.0E-05), the appropriate noncancer hazard index exceeds 1.0, or if the PM10 or PM2.5 ambient air quality standard increment exceeds 2.5 µg/m3, the applicant will be required to identify and demonstrate that best available control technologies for toxics (T-BACTs) are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.	Applicants for development of new industrial or warehousing land uses, as specified, to prepare and submit an HRA	Prior to grading permits	Community Development Director, Chief Building Official	
2-3	The City of La Habra shall evaluate new development proposals for sensitive land uses (e.g., residential, schools, day care centers) within the City for potential incompatibilities with regard to the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective* (April 2005). Applicants for sensitive land uses that are within the recommended buffer distances shall submit a health risk assessment (HRA) to the City of La Habra prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of	Applicants for sensitive land uses that are within the recommended buffer distances from specified types of sources of hazardous air emissions to prepare and submit an HRA	Prior to grading permits	Community Development Director, Chief Building Official	

Table 3-1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation and Monitoring Action	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children ages 0 to 6 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), the appropriate noncancer hazard index exceeds 1.0, or if the PM10 or PM2.5 ambient air quality standard increment exceeds 2.5 $\mu g/m^3$, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to: ▪ Air intakes away from high-volume roadways and/or truck loading zones. ▪ Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters. Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City's Community Development Department.				

2. Mitigation Monitoring

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	***Responsibility for Implementation and Monitoring Action***	***Timing***	***Responsibility for Monitoring***	***Monitor (Signature Required) (Date of Compliance)***
2-4	If it is determined during project-level environmental review that a project has the potential to emit nuisance odors beyond the property line, an odor management plan shall be required to be submitted to the Department of Community Development for review. Facilities that have the potential to generate nuisance odors include but are not limited to: ▪ Wastewater treatment plants ▪ Composting, greenwaste, or recycling facilities ▪ Fiberglass manufacturing facilities ▪ Painting/coating operations ▪ Large-capacity coffee roasters ▪ Food-processing facilities If an odor management plan is determined to be required through CEQA review, the City shall require the project applicant to submit the plan prior to approval to ensure compliance with the South Coast Air Quality Management District's Rule 402, for nuisance odors. If applicable, the Odor Management Plan shall identify the best available control technologies for toxics (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include but are not limited to scrubbers (e.g., air pollution control devices) at the industrial facility. T-BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.	Project applicant to prepare and submit an odor management plan for specified uses	Prior to grading permits	Community Development Director, Chief Building Official	
5.3 CULTURAL RESOURCES					
3-1	City staff shall require applicants for grading permits in areas requiring grading of undisturbed soil to provide studies by qualified archaeologists assessing the cultural and historical significance of any known archaeological resources on or next to each respective development site, and assessing the sensitivity of sites for buried	Applicants must have qualified archaeologists monitor during certain grading activities	Prior to grading permits	Community Development Director, Chief Building Official	

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Monitoring Action	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	archaeological resources. On properties where resources are identified, or that are determined to be moderately to highly sensitive for buried archaeological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements: a. An archaeologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities. b. Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources. c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Archaeologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University Fullerton; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).				
3-2	City staff shall require applicants for grading permits in areas requiring grading of undisturbed soil to provide studies by qualified paleontologists assessing the sensitivity of sites for buried paleontological resources. On properties determined to be moderately to highly sensitive for paleontological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and	Applicants must have qualified paleontologists in areas requiring grading of undisturbed soil	Prior to grading permits	Community Development Director, Chief Building Official	

2. Mitigation Monitoring

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Monitoring Action	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	recovery and/or in situ preservation plan, based on the recommendations of a qualified paleontologist. The mitigation plan shall include the following requirements: a. A paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities. b. Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources. c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University Fullerton; and provide a comprehensive final report, including catalog with museum numbers.				
5.9 NOISE					
9-1	New development that occurs within 200 feet of a railroad track (according to the Federal Transit Administration's vibration screening distances) shall be evaluated for potential vibration impacts. The project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features and/or required building construction improvements to ensure that vibration impacts would remain below acceptable levels of 0.008 root-mean-square in/sec for residential uses.	Applicant to prepare and submit acoustic/vibration analysis	Prior to grading permits	Community Development Director, Chief Building Official	

Table 3-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation and Monitoring Action	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
9-2	Individual projects that use vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, near sensitive receptors shall be evaluated for potential vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the vibration annoyance threshold of 0.008 root-mean-square in/sec) or determined to result in architectural damage (i.e., exceed the Federal Transit Administration's construction vibration damage criteria of 0.5 peak particle velocity in/sec for reinforced concrete, steel, or timber, or 0.3 peak particle velocity in/sec for engineered concrete and masonry; or 0.2 PPV in/sec for fragile structures), additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).	Applicant to prepare and submit acoustic/vibration analysis	Prior to grading permits	Community Development Director, Chief Building Official	
5.13 TRANSPORTATION AND CIRCULATION					
13-1	As shown in the Mobility/Circulation Chapter of the proposed General Plan, the Beach Boulevard at Imperial Highway intersection would require the construction of a fourth northbound through lane and the construction of a fourth southbound through lane. Figure 5.13-6, Conceptual Design for the Imperial Highway/Beach Boulevard Intersection, presents a conceptual drawing for the recommended intersection improvements.	Applicant shall install traffic improvements or submit fair share fees	Prior to building permits	City Engineer	
13-2	Walnut Street at Imperial Highway would require the installation of a Traffic Signal.	Applicant shall install traffic improvements or submit fair share fees	Prior to building permits	City Engineer	
13-3	A change in traffic patterns may result in unacceptable operating conditions at one or more of these intersections as described in Impact Statement 5.13-1. The City shall monitor these intersections below and shall implement the following capacity improvements should the Level of Service warrant change to maintain acceptable operating conditions:	Periodic monitoring by the City; Applicant shall install traffic improvements or submit fair share fees	Prior to building permits	City Engineer	

2. Mitigation Monitoring

Table 3-1 Mitigation Monitoring Requirements

Mitigation Measure	*Responsibility for Implementation and Monitoring Action*	*Timing*	*Responsibility for Monitoring*	*Monitor (Signature Required) (Date of Compliance)*
Idaho Street at Whittier Boulevard: • Construct a Third Westbound Through Lane • Construct a Third Eastbound Through Lane Harbor Boulevard at Whittier Boulevard • Construct a Third Northbound Through Lane • Construct a Third Southbound Through Lane Cypress Street at Lambert Road • Construct a Westbound Right-Turn Lane Palm Street at Lambert Road • Construct a Third Eastbound Through Lane • Construct a Third Westbound Through Lane These improvements are not anticipated to affect adjacent structures or parking but may affect sidewalks and landscaping and would require restriping of the intersections.				

4. REPORT PREPARATION

4.1 LIST OF PREPARERS

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Michael Haack, Director of Community and Economic Development

The Planning Center | DC&E

Nicole Morse, Esq., Senior Associate

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4. Report Preparation

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