



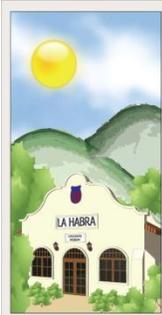
City of
La Habra

GENERAL PLAN

City Of La Habra General Plan 2035

Adopted, January 21, 2014





*City of
La Habra*

GENERAL PLAN



City of La Habra **GENERAL PLAN 2035**

ADOPTED | JANUARY 21, 2014

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ABBREVIATIONS AND ACRONYMS

Acronym	Definition
AB	Assembly Bill (California)
AB 1358	California Assembly Bill 1358: Complete Streets Act
ADA	American with Disabilities Act
AQ	Air Quality and Climate
AQMP	Air Quality Management Plan
ARB	Air Resources Board (California)
AT	Non-Motor/Alternative Transportation System
BMP	Best Management Practices
BR	Biological Resources/Habitat
C/D	Construction/Demolition
CAP	Climate Action Plan
CCTV	Closed Circuit Television
CCW	Coyote Creek Watershed
CDWC	California Domestic Water Company
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information System
CI	Community Identity
CIP	Capital Improvement Program
CMP	Congestion Management Plan
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CPTED	Crime Prevention through Environmental Design
CPUC	California Public Utility Commission
CR	Historic/Cultural Resources
DAMP	Drainage Area Management Plan
dba	A-weighted decibel
DHS	Department of Health Services
DIVCA	Digital Infrastructure and Video Competition Act
DTSC	Department of Toxic Substances Control
E	Energy
ED	Economic Development
EIR	Environmental Impact Report
EP	Emergency Preparedness
ERP	Emergency Response Plan
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FJUHSD	Fullerton Joint Union High School District
FOG	Fats, Oils, and Grease
FS	Fire Service

Acronym	Definition
FSEs	Food Service Establishments
FTA	Federal Transit Administration
G	Goods Movement
GHG	Greenhouse Gas
GM	Growth Management
GPAC	General Plan Advisory Committee
H	Housing
HCD	Housing and Community Development
HMBP	Hazardous Materials Business Plan
HMP	Hazard Mitigation Plan
HVAC	Heating, Ventilation, and Air Conditioning
HW	Hazardous Waste
IS	Initial Study
ISP	Internet Service Provider
ITS	Intelligent Transportation Systems
L	Libraries
LACoFD	Los Angeles County Fire Department
LAFCO	Local Agency Formation Commission (Orange County)
LAMTA	Los Angeles Metropolitan Transit Agency
LHCSD	La Habra City School District
LHPD	La Habra Police Department
LID	Low Impact Development
LJSD	Lowell Joint School District
LOS	Level of Service (A-F scale)
L RTP	Long Range Transportation Plan (Orange County)
LU	Land Use
MPAH	Master Plan of Arterial Highways (Orange County)
MRZ	Mineral Resource Zones
MWD	Metropolitan Water District of Southern California
MWDOC	Municipal Water District of Orange County
N	Noise
NAHC	Native American Heritage Commission
NCCP/HCP	Natural Community Conservation Plan and Habitat Conservation Plan
NFIP	National Flood Insurance Program
NH	Natural Hazards
NIMS	National Incident Management System
NO	Nitrogen Oxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRDC	National Resource Defense Council

Acronym	Definition
NTMP	Neighborhood Traffic Management Programs
OC SCS	Orange County Sustainable Communities Strategy
OCCOG	Orange County Council of Governments
OCFCD	Orange County Flood Control District
OCPL	Orange County Public Libraries
OCPW	Orange County Public Works
OCS	Orange County Sanitation District
OCTA	Orange County Transportation Authority
OCTAM	OCTA Regional Traffic Analysis Model
OCWD	Orange County Water District
OS	Open Space, Parks, Trails, and Recreation
P	Parking
PEIR	Program Environmental Impact Report
PM	Particulate Matter
PS	Police Service
RN	Regional and Local Roadway Network/Facilities
ROG	Reactive Organic Gas
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
S	Schools
SB	Senate Bill
SBA	Small Business Administration
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison Company
SCGC	Southern California Gas Company
SCS	Sustainable Community Strategy
SD	Storm Drain System
SEMS	Standardized Emergency Management System
SM	Scenic and Mineral Resources
SR	State Route
SRA	Source Receptor Areas
SRO	School Resource Officer
SS	Sewer System
STIP	State Transportation Improvement Program
SWS	Suburban Water Systems
T	Telecommunications
TBR	Technical Background Report
TDM	Transportation Demand-Management
TMC	Traffic Management Center

Acronym	Definition
TSSMP	Traffic Signal Synchronization Master Plan (Orange County)
USEPA	U.S. Environmental Protection Agency
UUD	Underground Utility Districts
W	Water/Watershed/Groundwater Recharge
WMOC	Waste Management of Orange County
WQ	Water Quality
WQMP	Water Quality Management Plan
WR	Solid Waste Management and Recycling
WS	Water System

Chapter 1 INTRODUCTION

A. Preamble: Vision for La Habra 2035

The Vision Statement for the La Habra General Plan 2035 is the framework that expresses the community’s shared outcomes for the City’s future. It defines expectations for what La Habra will be 25 to 30 years in the future as defined by its role in the region; physical character; quality of life; variety of businesses; and housing, economy, environment, safety, and comparable indicators. These expectations are based on La Habra’s residents’ values about the characteristics and qualities of life important today and which should be retained in the future, as well as how the community should evolve and change in response to critical issues challenging these values.

The Vision Statement is intended to confirm the overall direction of the General Plan Update. As such, it is more complex and longer than generalized “mission statements” or “mottos” used by communities and businesses. It is organized according to six broad topics that address the breadth of issues for which La Habra must develop goals and policies in the seven state-mandated elements, as well as the City’s optional or permissive General Plan elements. The outcomes expressed through the Vision Statement serve as the foundation for the update process and facilitate the development of the goals, policies, and implementing programs for the 2035 General Plan.

Vision Statement

The vision for the City of La Habra over the next 25 years is 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.

1. WHO WE ARE: OUR COMMUNITY

- a. 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.
- b. We distinguish La Habra as a special place apart from the undifferentiated sprawl of Southern California by this character.
- c. We celebrate the history and culture that uniquely define La Habra.

- d. We support the energy, enthusiasm, and activities of our residents reaching out to help our neighbors.
- e. We value our natural environmental setting as a community set in a valley framed by hillsides and distinguished by extensive tree canopies and landscaping.
- f. Our community provides a diversity of uses, lifestyle choices, and amenities that provide an environment attractive and supportive for lifelong living for all residents.

La Habra is distinguished as a special place due to its people, culture, services, and businesses that support community needs



2. HOW WE WILL GROW AND DEVELOP

- a. We will encourage the development of new housing and businesses that is compatible with and maintains the character and identity of La Habra.
- b. 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.
- c. Our community is balanced with places for living, working, shopping, recreation, entertainment, cultural enrichment, education, and enjoying nature.

Yes, La Habra will grow, but it will be sensitive integrated to retaining the characteristics and qualities that distinguish the City and it will be more environmentally, economically, and socially sustainable



3. OUR RESIDENTIAL NEIGHBORHOODS

- a. 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 residential neighborhoods are one of our most important assets and as growth occurs they will be preserved and new growth targeted to other underutilized properties

4. OUR BUSINESSES AND ECONOMY

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



A healthy economy provides good jobs for La Habra's residents and revenue to support services that contribute to a high quality of life

5. OUR COMMUNITY FACILITIES

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

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

La Habra’s quality of life is directly related to the variety of services offered to its youth, seniors, and families



6. OUR INFRASTRUCTURE

- a. We will enhance mobility, utility infrastructure, and community services to support businesses providing goods and services and job opportunities for our residents.
- b. We will maintain high levels of mobility along La Habra’s arterial highways and discourage cut-through traffic in our residential neighborhoods.
- c. We will offer options for travel for our residents, including choices for transit, bicycling, and walking.
- d. Our streetscapes will be attractive places to travel and walk containing extensive landscape, well-designed wayfinding signage, and undergrounded utilities.
- e. 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.
- f. 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.
- g. Our transportation systems are connected with and provide efficient access to and from our adjoining communities in the region.

La Habra will provide transportation and utility infrastructure that supports people who live and work in the City, while contributing to a more sustainable environment and healthy lifestyles



7. OUR NATURAL ENVIRONMENT

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

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

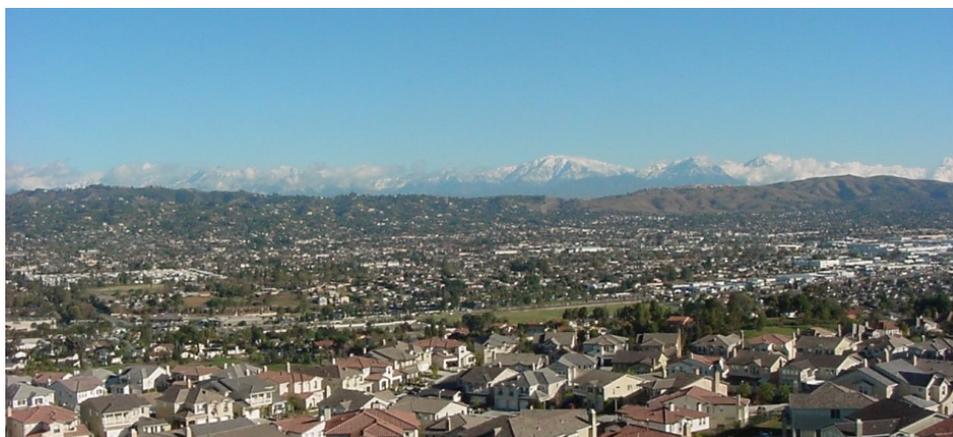


La Habra’s hillsides and natural open spaces will be preserved, while residents will be protected from nature’s and man-induced hazards

B. Background

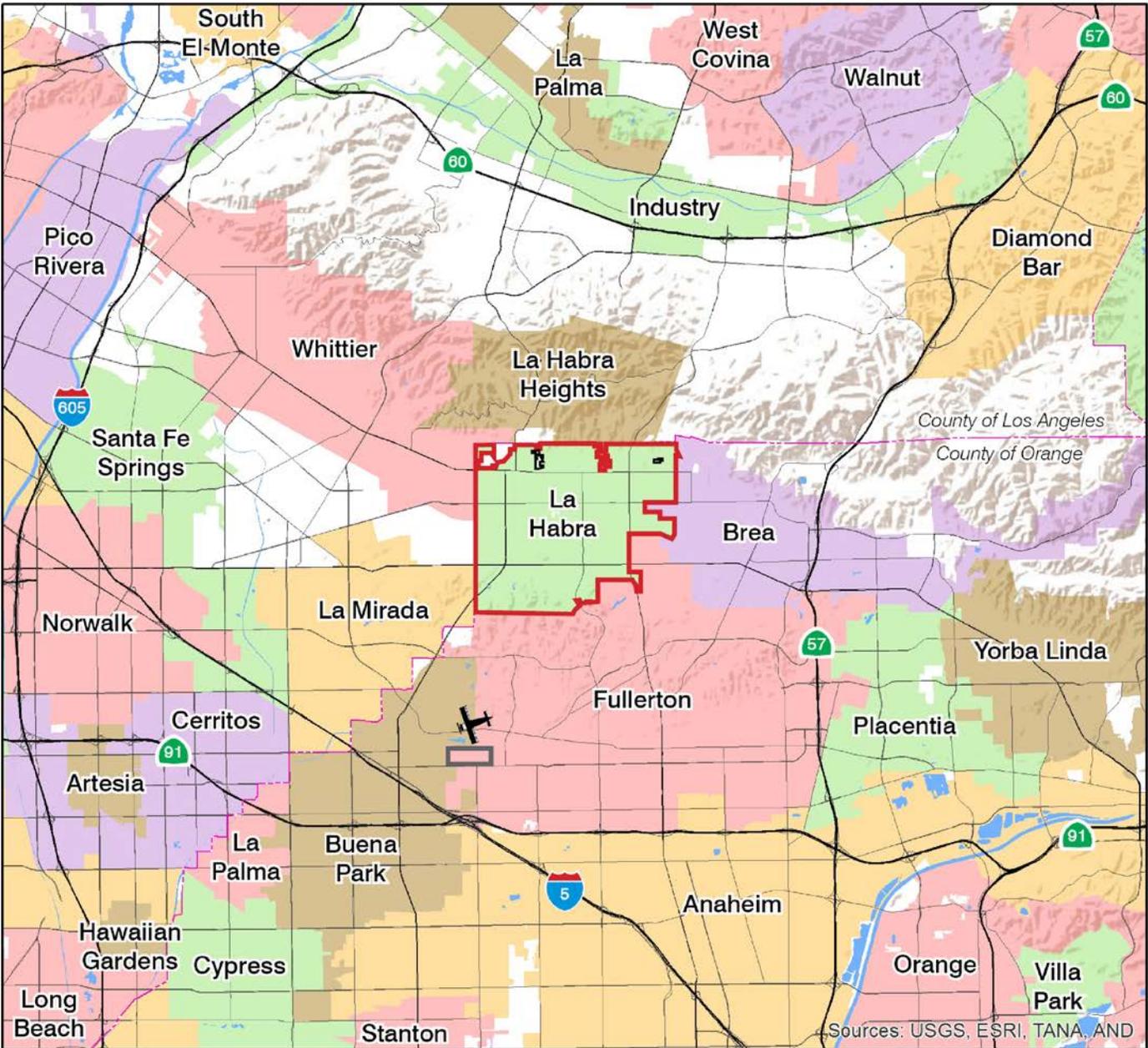
City Context

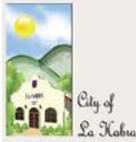
The City of La Habra is located in the northwest corner of Orange County situated within the La Habra Basin between the Puente Hills on the north and the Coyote Hills on the south. The City borders the Orange-Los Angeles County line and is immediately adjacent to the Los Angeles County cities of Whittier, 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 Figure1-1 (Regional Location).



View of the La Habra valley, looking north from Vista del Valle Park

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 Habra," which in Spanish means "pass through the hills," refers to the Spanish Portola' Expedition of 1769, the La Habra Valley was known for its natural pass to the San Gabriel Mission near present day Fullerton Road. The most direct route between the San Gabriel Valley and La Habra became known as El Camino Real. At the time of Spanish contact, the area 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. The community was officially named "La Habra" in 1896, following the establishment of the




GENERAL PLAN
CITY of LA HABRA
General Plan Update

LA HABRA
REGIONAL LOCATION

— City Boundary
- - - County Boundary
 Fullerton Municipal Airport

Source: USGS, ESRI, TANA

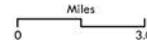
 

Figure 1-1

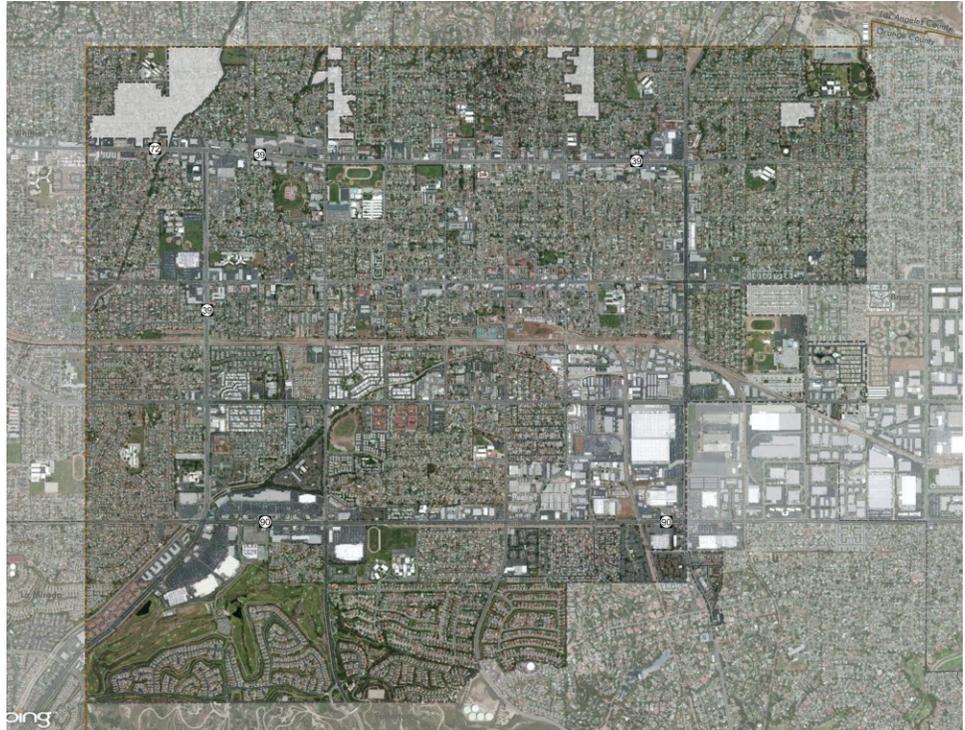
United State Post Office at a corner store, called the Coy Store. The Coy Store/Post Office was named Historical Site No. 21 by the Orange County Historical Commission in 1976.

Historically, La Habra is compared to a Mediterranean landscape and climate. Its valley setting gives residents and visitors panoramic views of the surrounding hillsides and plays a significant role in determining the shape, location, and types of compatible land uses within the community. Two major determinants of development and growth patterns include the valley, which influence the City's gridded streets, and the hillsides, which grant the City the opportunity to incorporate the natural environment and terrain.

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 to the south 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.

In its earliest days, La Habra was primarily agricultural in nature, boasting citrus orchards, walnut trees and avocado farms. In 1908, the Pacific Electric Railway extended service to La Habra leading to an increase in agricultural production and the introduction of the oil industry in 1912. The oil industry not only brought industrial infrastructure to the area, but it also led to a postwar boom from the 1950's to the 1970's, during which La Habra experienced some of its most rapid urbanization and increases in residential housing stock. Today, much of La Habra housing stock and other structures are reminiscent of this time period.

In 2010, approximately 51 percent of La Habra's land area was developed with residential; nine percent commercial; six percent each for industrial, public uses, and open space and parklands; and 22 percent for public rights-of-way and other miscellaneous land uses. The City's residential neighborhoods contained 20,624 housing units, of which approximately 62 percent were single-family units, 35 percent were multi-family, and three percent were mobile homes. The unincorporated County islands areas within the planning area (refer to *Planning Area Context* below) 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. 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. As a result, the opportunity to build on previously undeveloped property within the City is very limited.



In 2010, La Habra was home to more than 61,000 residents, 19,924 households, over 4,600 businesses, and it had a median household income of \$63,356. The 2010 Census reported City's racial demographics was composed of 57.2% Hispanic/Latino, 30.2% Caucasian, 9.1% Asian, 1.4% Black or African American, 0.2% Native American/Alaskan, 1.6% Multi-racial, and 0.1% of other descent. The median age was 33.6 years.

Planning Issues and Strategic Opportunities

Research conducted for the preparation of the General Plan 2035 identified a number of important issues and opportunities for the future of La Habra. These are discussed at length in the General Plan Technical Background Report. Some of the most important include the following:

- 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 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 historic 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 demonstrate a surplus of lands designated for commercial uses by the 2020 General Plan and the La Habra Municipal Code (Title 18 [Zoning]).
- Development proposals have been submitted to the City requesting land use densities and intensities that exceed those permitted by the General Plan and zoning ordinance.
- One example where such re-examination has occurred involves the City's 2008-2014 Housing Element update, which stipulated amendment of 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 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 or for trails.
- 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.
- La Habra does not exist in isolation and is 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).

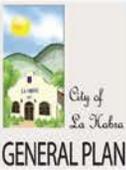
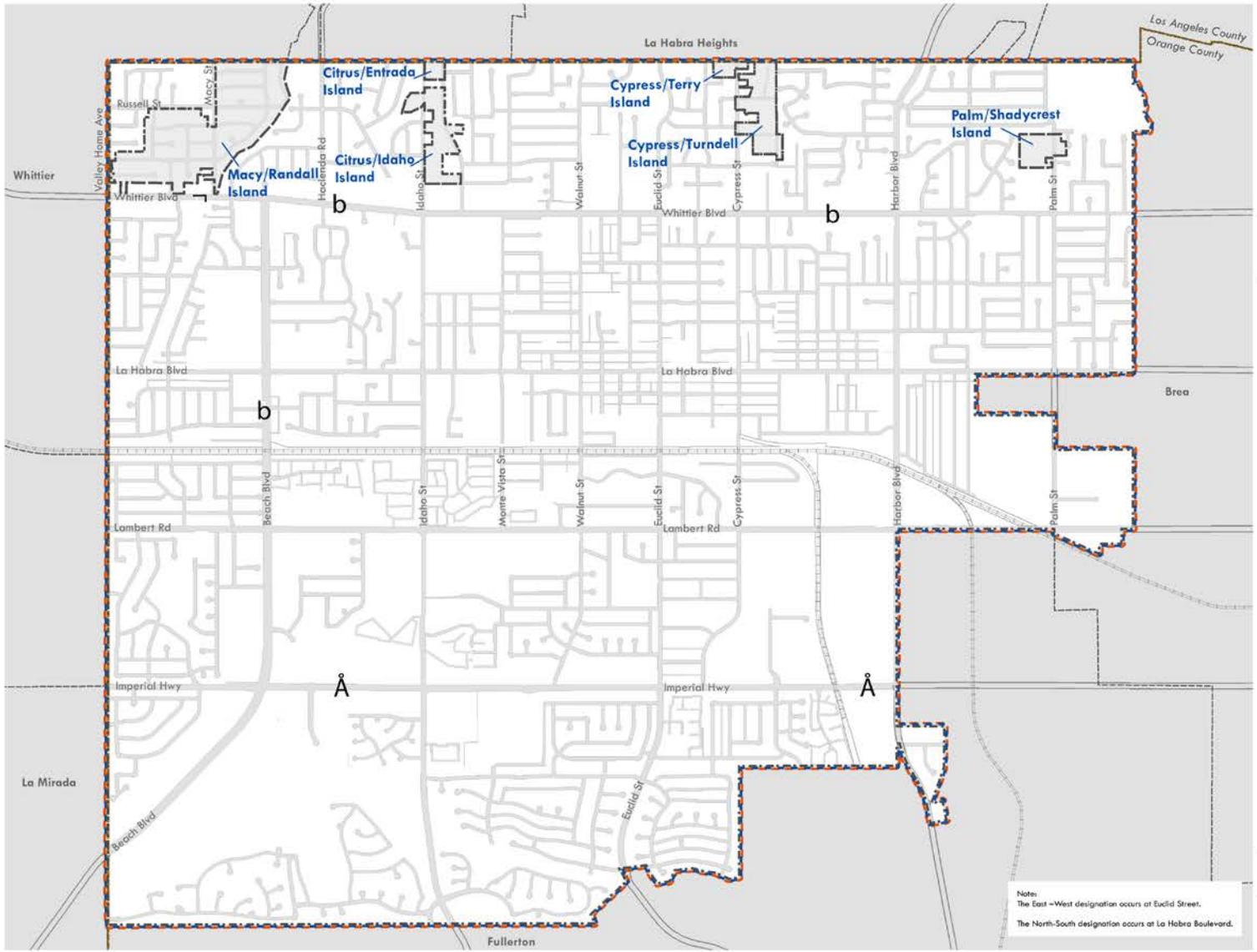
- Employment throughout the region is projected to increase by more than 1.6 million workers (from more than 6.0 million in 2010 to more than 7.7 million in 2035). Due to the relatively limited supply of undeveloped property in many Orange County communities such as La Habra, SCAG projections suggest Orange County will account for a limited share of total population growth (7.3 percent); however, 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.
- Orange County is a jobs-rich economic region. 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, compared to 1.37 workers per household in all of Southern California. 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 limited increase in new housing. The rise in jobs without a corresponding increase in housing indicates 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.

Planning Area Context

California state law requires that every city and county adopt a comprehensive, long-term general plan that addresses the broad range of issues associated with a local jurisdiction’s planning area (Government Code Section 65300). When establishing its planning area, cities often consider using the sphere of influence as a starting point. A sphere of influence is a local jurisdiction’s plan for the probable physical boundaries and service area of the community (Government Code Section 56076).

The City of La Habra’s sphere of influence was originally adopted in 1974 by the Orange County Local Agency Formation Commission (LAFCO), the agency responsible for establishing the sphere of influence for incorporated cities in Orange County. La Habra’s planning area is defined as the City’s sphere of influence (Figure 1-2) and includes all properties located within the City limits of La Habra and the six Orange County island areas (Macy/Randall Island, Citrus/Entrada Island, Citrus/Idaho Island, Cypress/Terry Island, Cypress/Turndell Island, and Palm/Shadycrest Island).

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 La Habra, as the corporate boundaries of the adjacent jurisdictions preclude additional expansion by the City.



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General Plan Update

LA HABRA
PLANNING AREA

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

Figure 1-2

General Plan Purpose

By law, the General Plan is the most important document guiding the physical development of La Habra; the Attorney General refers to the General Plan as the “constitution” by which all actions will be held accountable

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 updated 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. All specific plans, subdivisions, public works projects, and zoning decisions must be consistent with the City’s General Plan.

C. Process for Preparing General Plan 2035

La Habra’s General Plan must be updated in response to conditions that have changed and significant new legislation

The City of La Habra initiated its General Plan Update process in the fall of 2010. A comprehensive update of the La Habra 2020 General Plan was necessary to reflect current conditions and priorities, as well as to define the community’s vision for development in La Habra through 2035. 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 that must also be addressed. These include legislation related to climate change, transportation, housing, and public safety issues as follows:

1. **Assembly Bill 32**, the California Global Warming Solutions Act (2006), requires California to reduce statewide greenhouse gas emissions (GHG) to 1990 levels by 2020. The California Air Resources Board (ARB) approved the *Climate Change Scoping Plan* defining the primary strategies to achieve this goal statewide. As described in the *La Habra Climate Action Plan*, a companion to the La Habra General Plan 2035, transportation and urban development 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.
2. **Executive Order S-3-05** aligns regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations. In compliance, the Southern California Association of Governments (SCAG) has adopted a *Sustainable Communities Strategy*, which allocates land uses in its *Regional Plan*. These

allocations are considered in drafting the General Plan’s Land Use and Housing Elements.

3. **Senate Bill 97 (2007)** acknowledges that climate change is a prominent environmental issue that requires analysis under the California Environmental Quality Act (CEQA).
4. **Complete Streets Act of 2008** revised requirements for general plan circulation elements to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.
5. **Senate Bill 812 (2010)** requires the analysis of the disabled to include an evaluation of the special housing needs of persons with developmental disabilities. This analysis asks jurisdictions to include an estimate of the number of persons with developmental disabilities, an assessment of the housing need, and a discussion of potential resources.

The process of updating the General Plan includes many events that seek the participation of the community and takes the Plan from vision, to creation, to adoption by the La Habra City Council. The update process included the following seven major steps.

Step 1: Document Existing Conditions and Community Attitudes

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 was compiled into a Technical Background Report (TBR), published in May 2012, which was used as the basis for the formulation of the updated General Plan, Climate Action Plan (CAP), and preparation of the Program Environmental Impact Report (PEIR).

Concurrently in 2011, a survey of community residents was conducted to receive input reception of various land use, circulation, public service, and other community issues. Feedback from the survey helped to formulate the Vision Statement and further guide the General Plan Update process.

Step 2: Develop the Vision Statement

A Vision Statement was developed to express community values and aspirations for the future of La Habra—its character, development form and uses, quality of life and livability, environmental sustainability, public health, safety, and other factors. The Vision establishes the framework by which all Plan goals, policies, and implementing programs were developed. It was prepared with input from a public workshop and the General Plan Advisory Committee (GPAC), then approved by the City Council on July 18, 2011 with the support of the Planning Commission.

Step 3: Develop the Land Use Plan Diagram

Based on the information from the TBR, Community Survey, Visioning, and input from public workshops and the GPAC, an updated draft Land Use Plan Diagram was prepared depicting the locations, types, and densities for future development in La Habra. The process of developing the plan diagram involved four key steps: (1) identifying areas of the City likely to accommodate growth due to their underutilization or economic opportunities; (2) identifying land use and density options for these areas; (3) evaluating the options according to their comparative traffic, service, and other impacts; and (4) selection of a preferred growth and development scenario based on public review and direction from the Planning Commission and City Council.

Step 4: Develop Goals and Policies

The City's General Plan goals and policies were prepared to comprehensively address the areas of community development, mobility/circulation, infrastructure, community services, conservation and natural resources, and community safety. The 2035 goals and policies were developed with input from a public workshop and GPAC, building upon those contained in the La Habra General Plan 2020, with significant additions to reflect current community conditions and issues, legislative changes, and best practices.

Step 5: Prepare the Draft General Plan 2035

Goals, policies, and implementation programs developed in the preceding steps were integrated into a draft comprehensive General Plan document published for public review and comment in September 2013. The CAP companion document was also prepared to address state climate change legislative requirements related to GHG emission reduction.

Step 6: Prepare the General Plan 2035 Program Environmental Impact Report

A draft PEIR was prepared in compliance with the procedural and substantive requirements of CEQA. It addresses the potential impacts of growth allowed under the updated General Plan 2035 and the goals and policies on affected resources. These include, but are not limited to, traffic, air quality, GHG emissions, water quality, noise, parks, schools, and open space. For those resources that will be negatively impacted, the PEIR recommends actions to reduce or eliminate the impacts.

Step 7: Public Hearings for General Plan Adoption and PEIR Certification

The Planning Commission and City Council conducted public hearings for the General Plan's approval and Program EIR's certification. The Commission's authority is to make recommendations to the Council, while the Council has sole approval authority.

D. Public Involvement

The General Plan 2035 planning process involved a broad spectrum of community input. The public was provided opportunities to participate throughout the Plan's preparation at each of the seven steps described above. The engagement of community members was achieved through several outlets including workshops, a telephone survey, the General Plan Update website, e-mailing list, City Council and Planning Commission Joint Study Sessions, an environmental scoping meeting, and public hearings. In addition, a 12-member General Plan Advisory Committee (GPAC) was formed enabling residents, business persons, and other interested parties to provide input in regularly-scheduled meetings in a more intimate setting.

The General Plan was prepared with the input of hundreds of resident who spent many hours in meetings and workshops to ensure that it is truly reflective of the community's visions for its future

General Plan Advisory Committee

The establishment of a GPAC offers a vehicle to clarify the needs and desires of a community with varying demographics and interests. The La Habra General Plan Update GPAC provided input in defining community issues, the Vision, Plan options, preferred land use alternatives, and the direction for goals and policies. Committee members served as liaisons to their respective constituencies, providing information about the General Plan Update, key planning issues and options under consideration, and soliciting input that was brought back to the full committee.

A committee of residents, business persons, and Planning Commission, Community Services Commission, and City Council representatives met with City staff and the consultant team throughout the planning process to provide input and make recommendations for the Plan's content



The La Habra GPAC representatives consisted of the following membership and selection process:

- Two City Councilmembers, selected by the City Council
- Two Planning Commissioners, selected by the Planning Commission
- One Community Services Commissioner, selected by the Community Services Commission

- One Youth Representative, selected from and by the Community Services Youth Committee
- One Chamber of Commerce Representative, selected by the Board of Directors of the Chamber of Commerce
- Five Community Resident Representatives, one selected by each of the five Councilmembers

A total of 19 GPAC meetings were held, beginning in March 2011 and concluding in September 2013. For a complete listing of the GPAC members that served over the course of the General Plan Update process, refer to the Acknowledgements at the beginning of this document.

Community Workshops

While the entirety of community residents and business persons were invited to every GPAC meetings, they were actively recruited for workshops at decision-points to provide feedback for preliminary ideas that were considered by the GPAC in making its final recommendations

The City of La Habra held five community workshops at varying stages of the General Plan Update process to provide engagement and input opportunities for residents, businesses, and other interested parties. Each workshop was advertised through various public forums in English and/or Spanish including postings on the City's and General Plan Update websites; flyers in the utility bills; La Habra Chamber of Commerce Newsletters; email blasts to individuals registered on the City's General Plan Update e-mailing list; announcements at Planning Commission, City Council, and GPAC meetings; Cable Channel 3 public service announcements; advertisements in the La Habra Journal; and press releases to the Orange County Register and the Los Angeles Times.

May 18, 2011: Planning Issues and Visions

At this workshop participants provided input regarding their perceptions of the City of La Habra as it exists today. This was followed by discussion of the issues that may confront the community and their images for what the community should be in the future resulting in the City's General Plan Update Vision Statement.

September 21, 2011: Framework for Planning

At this workshop participants provided input on what areas of La Habra should be preserved for its existing uses, what areas should change, and what uses should be seen within the change areas.

September 13, 2012: Land Use Alternatives Review

At this workshop participants reviewed maps depicting choices for how La Habra could grow in the future including neighborhoods and districts to be preserved and areas where new housing, commercial uses, and jobs may be targeted. These options were analyzed for potential impacts on La Habra's economy, traffic, environment, and quality of life and workshop participants helped select the preferred land use strategies for the City's future.



March 27, 2013: Housing Element Update

At this workshop participants learned more about the Housing Element Update process, the City housing programs, and were asked to provide ideas and strategies for increasing the supply of affordable housing and views on La Habra’s housing needs and concerns.

July 17, 2013: Citywide Policy Direction to Guide Future Decisions in La Habra

At this workshop participants provided input on La Habra’s future planning goals and policies that affect La Habra’s land use and economic development, housing, traffic, community services and safety, environment, and infrastructure.



Community Telephone Survey

A broad sample of community residents were polled for their thoughts about the strengths of La Habra and ideas for improvement and the future

The City of La Habra commissioned a survey of residents to assist in the identification of community strengths, issues, and opportunities as a framework in updating the goals, policies, and implementation programs of the General Plan. Telephone interviews were conducted in English and Spanish from March 2, 2011 to March 9, 2011 with a statistically valid sample of 400 residents. Questions were asked regarding four basic topics: quality of life in La Habra, priorities for the future, shopping in La Habra, and revitalization of La Habra and Whittier Boulevards. The survey found that:

- La Habra residents are highly satisfied with the overall quality of life in the city and share an optimistic outlook toward the future.
- Residents have a relatively positive opinion of traffic conditions in La Habra. Additionally, while a majority indicated they never use alternative transportation, many would be encouraged to use alternative transportation more often if access were improved.
- Residents ascribed high importance to a number of issues in planning for the future of La Habra, most notably issues related to public safety, emergency services, and revitalization projects.
- A majority of residents would support and use a walking and biking path across the central section of La Habra; however, this issue is relatively less important than other issues in planning for the future.
- A majority of residents attend community events in La Habra, and an overwhelming majority are supportive of using City resources to hold these events.
- Overall, residents were more likely to report they purchase their less expensive consumer products in La Habra, though providing a wider variety of stores would encourage them to do more of their shopping locally.
- Only a small proportion of residents rely on La Habra and Whittier Boulevards for their household shopping needs; however, most residents reported a wider variety of stores would encourage them to shop along these streets more often.
- Residents largely share the City's vision to improve and revitalize development along La Habra and Whittier Boulevards, and residents were most likely to support commercial development.

A large number of residents kept informed about the General Plan update by reviewing meeting and workshop summaries, studies, reports, and recommendations on the City's website

General Plan Update Website and Mailing List

The City of La Habra established a General Plan Update website (<http://www.lahabrageneralplanupdate.com/>) to provide residents, business persons, and other interested parties a one-stop comprehensive information resource location regarding the City's General Plan Update process. The website included pages that described what a general plan is, provided the purpose for

the City's 2035 update, outlined the General Plan Update process, posted applicable General Plan Update reports and documents, and noticed public community workshops and events. All materials provided to the GPAC, Planning Commission, and City Council were posted on the web site in an effort to allow the public the opportunity to provide comment. Community members were also encouraged to become a part of the City's General Plan Update e-mailing list to receive direct e-mail notifications about project activities. Requests for translation into Spanish were also welcomed.

City Council and Planning Commission Joint Study Sessions

Members of the Planning Commission and City Council participated in joint study sessions that acted as briefings on the General Plan Update process and provided the opportunity for review and input on General Plan Update documents. These sessions were scheduled at key benchmarks in the planning process.

July 18, 2011: Community Survey and Vision Statement

At this study session the City Council and Planning Commission received a briefing on the results of the Community Telephone Survey and discussed and approved the General Plan Update Vision Statement.

February 4, 2013: Land Use Recommendations

At this study session the City Council and Planning Commission reviewed the GPAC's land use recommendations on the preferred General Plan Update Land Use Plan and provided direction regarding the appropriateness of the suggested Land Use changes for the purpose of evaluating the environmental impacts in the PEIR.

The City Council and Planning Commission were briefed at key benchmarks of the planning process and took action on several foundational documents. The Commission will hold hearings and make recommendations to the City Council regarding final Plan content, while the Council will have sole jurisdiction for certification of the Environmental Impact Report and approval of the 2035 General Plan.

Environmental Issues Scoping Meeting

The City of La Habra circulated for a 30-day public review a Notice of Preparation (NOP) and Initial Study (IS) for the City of La Habra General Plan Update beginning on May 31, 2013 and ending on June 29, 2013.

June 12, 2013: PEIR Public Scoping Meeting

During the 30-day IS/NOP public review period, the City conducted a public scoping meeting to receive public comments and suggestions regarding the scope and content of the General Plan Update PEIR 2035.

Public Hearings

Public hearings before the Planning Commission and City Council on the Housing Element, General Plan and PEIR were conducted on:

April 8, 2013: Planning Commission Hearing, Housing Element Update

The 2014-2021 Draft Housing Element was reviewed by the Planning Commission in a public hearing at which public comment was received. Based on consideration of the comments, staff report, and Draft Housing Element, the Commission recommended that the City Council approve the document for forwarding to the State Department of Housing and Community Development (HCD).

May 6, 2013: City Council Hearing, Housing Element Update

The City Council reviewed the 2014-2021 Draft Housing Element in a public hearing at which public comment was received. Based on consideration of the comments, Planning Commission recommendation, staff report, and Draft Housing Element, and the City Council unanimously approved submittal of the Draft to HCD for review pursuant to state law.

December 9, 2013: Planning Commission Hearing, Recommendation for the Adoption of General Plan 2035 and Certification of the PEIR to the City Council

The Planning Commission conducted a public hearing for the purpose of receiving public comment on the Draft General Plan 2035 and PEIR and recommended the City Council's adoption of the General Plan 2035 and certification of the PEIR.

January 21, 2014: City Council Hearing, General Plan 2035 Adoption and Certification of the PEIR

The City of La Habra City Council held a public hearing for the purpose of receiving public comment on the Draft General Plan 2035 and PEIR. After considering all public testimony, the staff report, General Plan 2035 and PEIR, the Council adopted the 2035 General Plan and certified the PEIR.

The 2035 General Plan is organized to facilitate the public's understanding and its implementation by City staff, the Planning Commission, and City Council.

E. General Plan Organization

California law requires each local government to adopt a General Plan which must contain 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, described as follows:

- Goals describe ideal future conditions and are an expression of La Habra’s values. Goals tend to be very general and broad and may be abstract in nature. Goals are also not quantifiable or time-dependent.
- Policies provide guidance to assist the City as it makes decisions relating to each goal. Some policies include guidelines or standards against which decisions can be evaluated and commit the City to a particular course of action.
- Implementation programs identify a specific step, action, procedure, or technique to be taken by the City to implement the policies. They may include revisions of current codes and ordinances, plans and capital improvements, programs, financing, and other measures that should be assigned to different City departments after the General Plan is adopted.

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.

While the state statutes refer to required General Plan content as “Elements,” the La Habra General Plan 2035 refers to these as “Chapters” and “Sections.” It reorganizes mandated and optional content by common topics. This is a permitted and common practice to avoid the redundancy inherent in state legislation that repeats content due to the varying time frames for its enactment.

The first chapter (Introduction) of the City’s 2035 General Plan provides the context for the remainder of the document. The following six chapters constitute the Plan’s goals and policies organized by major topic groupings: Community Development, Mobility/Circulation, Infrastructure, Community Services, Conservation/Natural Resources, and Community Safety. The final chapter describes the action-oriented programs that implement the Plan’s policies.

A list of the chapters and sections and the associated relationships to the seven mandatory and optional elements are provided in Table 1.1 (Elements of the General Plan).

Table 1-1 Elements of the General Plan							
La Habra General Plan Chapters	Legally Required General Plan Topics						Optional Elements
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	
Chapter 2. Community Development							
A. Land Use (LU)	X			X	X		
B. Economic Development (ED)	X						X

Table 1-1 Elements of the General Plan								
La Habra General Plan Chapters	Legally Required General Plan Topics						Optional Elements	
	Land Use	Circulation	Housing	Conservation	Open Space	Noise		Safety
C. Housing (H)			X					
D. Historic/Cultural Resources (CR)								X
E. Community Identity (CI)								X
F. Growth Management (GM)								X
Chapter 3. Mobility/Circulation								
A. Regional and Local Roadway Network/Facilities (RN)		X						
B. Non-Motor/Alternative Transportation System (AT)		X						
C. Goods Movement (G)		X						
D. Transportation Demand Management (TDM)		X						
E. Neighborhood Traffic Management Programs (NTMP)		X						
F. Intelligent Transportation Systems (ITS)		X						
G. Parking (P)		X						
Chapter 4. Infrastructure								
A. Water System (WS)		X						
B. Sewer System (SS)		X						
C. Storm Drain System (SD)		X						
D. Water Quality (WQ)		X		X				
E. Energy (E)		X						
F. Telecommunications (T)		X						
G. Solid Waste Management and Recycling (WR)								X
Chapter 5. Community Services								
A. Open Space, Parks, Trails, and Recreation (OS)					X			
B. Libraries (L)								X
C. Schools (S)								X
D. Police Service (PS)							X	
E. Fire Service (FS)							X	

Table 1-1 Elements of the General Plan

La Habra General Plan Chapters	Legally Required General Plan Topics							Optional Elements
	Land Use	Circulation	Housing	Conservation	Open Space	Noise	Safety	
Chapter 6. Conservation/Natural Resources								
A. Biological Resources/Habitat (BR)				X	X			
B. Water/Watershed/Groundwater Recharge (W)				X	X			
C. Air Quality and Climate (AQ)								X
D. Scenic and Mineral Resources (SM)				X	X			
Chapter 7. Community Safety								
A. Natural Hazards (NH)							X	
B. Emergency Preparedness (EP)							X	
C. Noise (N)						X		
D. Hazardous Waste (HW)								X

F. Overarching Themes: Sustainability, Climate Change, and Healthy Communities

Embedded throughout General Plan 2035’s goals and policies are strategies to address three issues of critical importance to the La Habra community. These overarching and interrelated objectives frame the values expressed in the Vision Statement and are the basis for this Plan.

- Developing a Sustainable Future
- Reducing GHG Emissions
- Maintaining a Healthy Community

The 2035 General Plan’s goals, policies, and implementation programs are framed by three overarching themes based on values expressed in the Vision Statement and consideration of State legislation

Developing a Sustainable Future

Sustainability was first defined as development that “meets the needs of current generations without compromising the ability of future generations to meet their own needs.” Over time, definitions of sustainability have evolved. Today, we think of sustainability as a three-legged-stool. Each leg represents



Sustainable buildings: Natural daylighting, recycled construction materials, water efficient fixtures, non-toxic paints



Urban bioswale filtering sidewalk and street pollutants, groundwater recharge, and native plant species



Prosperous businesses contribute to good jobs, revenue supporting city services, and a sustainable economy



Carbon emissions are effectively reduced by land use patterns that reduce automobile trips

economic, environmental, and social or human capital and each is interdependent on the others to maintain balance.

Economic capital encompasses everything we need to produce, deliver, and consume goods and services. This includes tools and technologies that turn resources into products, our money and financial systems, and transportation and communication infrastructures. Environmental capital consists of the earth’s natural resources such as soil, air, wood, water, plants, and wildlife. It also includes the services that living systems provide, for example plants turning carbon dioxide into oxygen, wetlands absorbing flood water, and soil filtering our water. Social capital includes the vast resources and potential of each individual and of our collective institutions. Think of our knowledge, our education and health care systems, and the many ways we govern and make decisions. Social capital also includes recreation, politics, religion, and cultural traditions.

Planning and developing a truly sustainable future depends on all three legs of this stool: (1) a healthy environment, (2) strong economy, and (3) social well-being of La Habra’s residents. The Plan’s goals and policies provide for a mix, density, and form of development that reduces automobile trips and commutes, air pollution, GHG emissions, energy consumption, and noise, while increasing walkability and resident health. These, coupled with economic development policies, provide for uses that contribute to a vigorous business environment, good jobs, and a vibrant and successful economy.

Policies for “green” infrastructure and development practices and the conservation of the City’s open spaces protect habitats, water, and other natural resources. Community identity, community service, and parks and recreation polices contribute to the culture and health of La Habra’s residents. Goals and policies for a sustainable La Habra are robust and are found throughout the General Plan, rather than in one single section.

Reducing Greenhouse Gas Emissions

As described in the process for preparing the 2035 General Plan, California has recognized that climate change is occurring and enacted regulations responding to these conditions and future impacts. The core of the legislation is aimed at reducing the State’s GHG emissions. To meet this objective, the La Habra General Plan 2035 contains an extensive list of policies that directly and indirectly lessen emissions, improve energy efficiency, reduce the urban heat island effect, recycle materials, and manage water use. The General Plan will reduce emissions primarily through land use patterns that lessen the need to use the automobile and increase opportunities for pedestrians, bicycle, and transit use, in addition to encouraging “green building” practices and alternative energy systems.

Of additional statewide concern are the potential impacts of a warming climate such as increased wildland and urban fire, flooding hazards, and reduced potable water quality and resources. These issues are addressed through policies contained in the General Plan’s Infrastructure and Community Safety chapters.

The sources, impacts, and solutions to climate change are complex. Climate change and GHG emissions reduction are addressed under Section C. Air Quality and Climate within the Conservation/Natural Resource Chapter along with other goals and policies throughout the General Plan. Appendix A (*Addressing Climate Change*) presents a table summarizing, by Chapter and Section, applicable General Plan 2035 goals and policies that address climate change and the reduction of GHG emissions.



Carbon emissions are effectively reduced by electrical vehicles, bicycles, and other transportation options that lessen automobile trips and commute distances

Maintaining a Healthy Community

The California Planning Roundtable¹ defines “A healthy community as one that meets the basic needs of all residents, ensures a safe and sustainable environment, provides for economic and social vitality, fosters efficient development patterns and includes a systematic approach with robust public engagement. Vibrant, livable communities provide opportunities to thrive economically, environmentally and culturally, but must begin with health.”

Recognized contributing factors to maintaining a healthy community include:

- Basic Needs for All
 - > Affordable, accessible and nutritious foods and safe drinking water
 - > Affordable, accessible, high quality health care
 - > Affordable, safe, integrated, and location efficient housing
 - > Safe, sustainable, accessible and affordable transportation options
 - > Safe, clean environment
 - > Access to quality schools
 - > Access to affordable, safe opportunities for physical exercise and activities
 - > Safe communities, free of crime and violence
- Safe, Sustainable Environment
 - > Clean air, soil, and water
 - > Green and open spaces
 - > Reduced greenhouse gas emissions and other pollutants
 - > Reduced waste
 - > Affordable and renewable energy resources



Maintaining and enhancing the health of La Habra’s youth and residents is a high priority. A more active and healthy life can be achieved by exercise, recreation, walking, biking, eating good foods, affordable housing, education, good jobs, a pollution-free environment, safe places to live, friendships and socialization, and comparable actions.

¹ <http://www.cproundtable.org/>

- > Habitat conservation and renewal
- Economic and Social Vitality
 - > Living wage, safe and healthy job opportunities to support individuals and families
 - > Strong, adaptable economy supportive of innovation and entrepreneurial spirit
 - > Support and investment in the healthy development of children and adolescents
 - > Access to high quality, affordable education from preschool through college and including vocational opportunities
 - > Robust social and civic engagement
 - > Access to opportunities to thrive regardless of income, race, ethnicity, gender, or disability
 - > Equitable access to opportunities for physical, mental and spiritual well-being and development
- Efficient Development Patterns
 - > Sufficient affordable housing development in appropriate locations
 - > Built environment that supports walking and biking
 - > Multimodal, affordable transportation choices
 - > Infill and compact development appropriate to setting (urban and rural)
 - > Conservation and restoration of open space and preserve agricultural lands

Similarly to the objectives for sustainability and climate change, goals and policies addressing healthy communities are embedded throughout the 2035 General Plan. Appendix B (*Addressing Healthy Communities*) presents a table summarizing, by Chapter and Section, applicable General Plan 2035 goals and policies that support maintaining a healthy community.

G. How to Use the General Plan

The 2035 General Plan will be used by City government, residents, business persons, developers, and interest groups. Some pointers on how best to use this Plan are presented in this section.

The City's General Plan is intended for use by all members of the community. The organization of the 2035 General Plan allows users to review City goals and policies and quickly find topics or sections that interest them. With that said, users are cautioned that the goals and policies throughout the Chapters and Sections are interrelated and should be considered together and examined comprehensively.

Residents, Businesses, Developers, and Decision Makers

For La Habra residents, the General Plan indicates the general types of uses that are permitted around housing, the long-range plans and changes that may affect neighborhoods, and the policies the City will use to evaluate development applications. The General Plan indicates how the City will attract businesses that provide goods and services to meet daily needs and new jobs that are closely matched to educational skills and that lessen the need to commute. The General Plan informs residents how the City plans to improve transportation infrastructure, continue to provide adequate public services, and protect valued open spaces and environmental resources. Cumulatively, the General Plan identifies the actions the City will take to ensure that the city and its neighborhoods remain great places to live.

For La Habra's businesses, the General Plan outlines the measures the City will take to protect investments and encourage future success. Expectations for the city's business areas are spelled out, while policies ensure that business operations will be compatible with other businesses and nearby residential areas.

For developers within the City, or those moving homes or businesses to the City, the General Plan introduces the community, provides background information, and outlines development regulations. It is important to review all maps and policies throughout this General Plan, its appendices, the CAP, TBR, adopted specific plans, and the La Habra Municipal Code to get a complete perspective on how and where development may take place.

The General Plan is a tool to help City staff, the Planning Commission, and City Council make land use and public investment decisions. Future development must be consistent with the 2035 General Plan.

Finally, the Plan is also intended to help other public agencies, from Caltrans, to SCAG, to local school districts as they contemplate future actions in and around La Habra.

Goals and Policies Readers' Guide

Each Chapter and Section contains goals and policies that will be used by the City to guide future land use, development, and environmental protection decisions. A goal is a statement that describes in general terms a desired future condition or "end" state for a particular topic and tends to be very general and broad. A policy is a clear and unambiguous statement that guides a specific course of action for decision-makers to achieve a desired goal.

The City's 2035 goals and policies are found in Chapters 2 through 7. The below readers' guide illustration is a page capture to better communicate how to reference La Habra's goals and policies.

ELEMENT IDENTIFIER

Provides the element's unique acronym and section number in the top right hand corner of every page

SECTION HEADER

Identifies the part or element and section name on every

GOAL NUMBERING

Each goal number starts with the element acronym and is followed by an element section number and then the number of the goal (e.g., LU 3 Neighborhoods, Centers, and Corridors).

GOALS

Each goal has one or more policies associated with the goal.

POLICIES

Each policy is associated with a specific goal.

POLICY NUMBERING

Continuing from the goal numbering, the policy number is shown as the last number, supporting the goal it follows (e.g., Policy LU 3.2 – second policy under the Land Use Section 3, second goal).

POLICY TITLE

Each policy contains a leading title in bold for a quick reference to the policy text.

PHOTOGRAPHS AND DIAGRAMS

Graphically illustrates or shows an example of the intent of the goals and policies.

LAND USE (LU)

small urban infill parks and parklets), community gardens, and open spaces, prioritizing their development in locations subject to infill and intensification.

URBAN FORM

GOAL LU 3

Neighborhoods, Centers, and Corridors. A city of distinct, compact, and walkable mixed-use centers and corridors, surrounded by diverse and complete residential neighborhoods, and connected to a unifying network of greenways and open spaces.

Policies

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.



Reimagining Downtown La Habra: Existing Downtown on left; image on right illustrates characteristics of a vital, pedestrian-oriented downtown with active street frontages, mixed retail and housing, and complete streets (automobiles, transit, and bicycles)

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.

City of La Habra General Plan

2-17

NOTES, CROSS REFERENCES, AND CAPTIONS

Provides additional discussion of photographs and diagrams and references to other areas of the General Plan where similar information can

PAGE NUMBER

Shows the part and page number (e.g., Page 2-17 is Part 2, page 17).

Implementation Programs Readers' Guide

To help ensure that appropriate actions are taken to implement the City's 2035 General Plan policies, programs are included that identify specific implementation steps. They may include revisions to current codes and ordinances, plans and capital improvements, programs, financing, or other measures. The types of tools or actions the City can use to carry out its policies generally fall into the following 11 implementation program categories:

- General Plan Maintenance and Monitoring
- Implementing Policy and Regulatory Documents
- Development Review and Entitlement
- City Master Plans and Programs
- Financing and Budgeting
- Planning Studies and Reports
- City Services and Operations
- Intergovernmental Coordination
- Joint Partnerships with Private Sector
- Special Districts
- Public Information

Specific implementation actions are explained in detail in Chapter 8. The readers' guide illustration on the following page demonstrates how to reference La Habra's implementation programs.

H. Related Documents

The 2035 General Plan includes a separately bound Technical Background Report (TBR) containing background data and analyses pertaining to all Plan topics. The TBR is not formally adopted by the City and may be expanded or modified without a formal General Plan amendment. In the context of the TBR, the City's planning area serves as the point of reference for the description of existing conditions.

TABLE NUMBER AND NAME

Each section begins with a new table number and section name.

IMPLEMENTATION PROGRAM TEXT

Specific action(s) the City will take to implement the General Plan.

SUPPORTING POLICY(IES)

Identifies which policy(ies) the implementation program supports.

RESPONSIBLE DEPARTMENT(S)/ SUPPORTING DEPARTMENT(S)

Identifies which City Department(s) are responsible to see the specific implementation is completed and which City department(s), if necessary, will support the responsible department.

H. Intergovernmental Coordination	
Policy(ies) Implemented	W 1.6; WQ 1.7; and HW 1.7, 1.9
Responsible Departments	Community Development Department
H9	Public Safety Organizations
The La Habra Police and Fire Departments will maintain agreements and participate with the police, sheriff, and fire departments of nearby local cities and county agencies and to ensure adequate resources, facilities, and other support services during and after disasters and emergencies. They will maintain partnerships for automatic and mutual aid agreements for the provision of fire protection and emergency medical services and conduct periodic emergency and disaster preparedness exercises to test and improve response to emergencies.	
Policy(ies) Implemented	P 1.5, FS 1.5 and 1.8; NH 1.6 and 2.4; and EP 1.6 and 1.8
Responsible Departments	Police Department
H10	Community Service Providers
The City shall continue to work with and support County, non-profit, and private agencies in the provision of services for La Habra's youth, seniors, working parents, and disadvantaged households. Programs should include daycare, recreation, healthcare, childhood and adult nutrition, job skills training, language, and others. These are illustrated by, but not limited to, the La Habra Child Development Center, Child Care Food Program, Orange County Youth Center, School Resource Officer, Volunteers in Police Service, Brain Injured Children, Boys and Girls Clubs of La Habra, The Gary Center, and American Legion.	
Policy(ies) Implemented	CI 5.1; AT 1.11; and CI 5.2 - 5.6
Responsible Departments	Community Services Department

As required by the California Environmental Quality Act (CEQA), a Program Environmental Impact Report (PEIR) has been prepared for the General Plan 2035. The PEIR is also a separate document and describes environmental conditions within the City and planning area, assesses the possible effects on the environment of implementation of the General Plan, identifies actions that will be undertaken to reduce these impacts, and evaluates the comparative impacts of alternatives to the General Plan. Most of the PEIR's mitigation measures have been incorporated as policy into the General Plan and, consequently, the Plan is generally considered to be "self-mitigating." The document is called a "program level" EIR, meaning that it examines the general nature of impacts at a citywide and planning area wide scale. The findings of the PEIR help determine the appropriate level of environmental review that should be performed when subsequent projects consistent with the Plan are proposed. Although the PEIR will be certified by the City Council, it is not adopted as a policy document.

Lastly, a Climate Action Plan (CAP) has been prepared, and is included as an appendix to the PEIR, that responds to state 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).

I. Implementing and Amending the General Plan

Following the adoption of the General Plan, the Plan will be implemented through a variety of ordinances, programs, and activities. These specific implementation actions are described in Chapter 8 and are referenced by applicable policies for each “Chapter” and “Section.” A priority will be to review La Habra’s land use regulations and procedures to ensure that they are consistent with the General Plan 2035. The zoning map will require revisions for consistency with the General Plan Land Use Plan Diagram and the Zoning Code will be revised to reflect the 2035 land use classification system and density/intensity and design and development policies.

The General Plan is intended to be a dynamic document and must be periodically updated to respond to changing community needs. An annual review of the Plan is required to ensure that it remains relevant. Moreover, the Plan may be amended up to four times annually. Requests for amendments may be submitted by individuals or initiated by the City itself. Most amendments propose a change in the land use designation for a particular property. Policy and text amendments also may occur. Any proposed amendment will be reviewed to ensure that the change is in the public interest and would not be detrimental to public health, safety, and welfare. Environmental review is required for all General Plan amendments.

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Chapter 2 COMMUNITY DEVELOPMENT

Inherently, human settlements and communities are the physical, economic, and social manifestations of the development of places for people to live, work, shop, eat, entertain, and socialize. The quality of life for residents is dependent on how these uses have been distributed, fit together, and cumulatively create an urban form that communicates a sense of place and well-being; how they respect and sustain natural resources; how they use economic resources efficiently and to the benefit of the community; and how they recognize the culture and history that defines the community's development over time. The Community Development chapter includes goals and policies that structure and guide land use development, create jobs and revenue supporting community services, provide housing for every resident, conserve historic and cultural resources, celebrate La Habra's unique identity, and manage growth to avoid adverse costs and impacts.

As La Habra's lands have been largely developed with few remaining vacant parcels, growth and new development will occur as infill, replacement, and intensification of existing uses. Consistent with the *Vision Statement*, *Community Development* goals and policies strategically target and shape future growth and development to protect existing residential neighborhoods, economically successful business districts, and parks and open spaces. Change will occur on lands that are underutilized containing expansive asphalt parking lots and businesses that are closed or marginally surviving, and in areas where additional development affords the opportunity to invigorate civic activity, business prosperity, and expand job opportunities for residents.



The core of *Community Development* goals and policies will help the City evolve from its largely undifferentiated strip arterial commercial development with isolated shopping centers, to a pattern of distinct, pedestrian-active centers surrounded by and serving its residential neighborhoods. The mixing and densities of use will promote reduced automobile travel and more walking, contributing to a smaller carbon footprint and healthier lifestyles for La Habra's residents.

The policies build on the seeds of an historic downtown that never has effectively functioned as such and adds higher intensity commercial and office uses with new housing that offers a critical mass of residents in proximity and

walking distance of these businesses and the center of civic governance and administration. Street frontages will be animated with outdoor cafes, landscaping, and amenities that make them attractive places to walk and sit and enjoy the outdoors. They will function as an “outdoor living” room that becomes the centerpiece of community events and celebrations.



At several arterial intersections, lands will be redeveloped as high activity centers that integrate a mix of retail and housing into active, pedestrian-oriented “urban villages.” As the downtown develops, residents will be able to walk to businesses while visitors leave their cars in parking lots and structures. They will shop at a diversity of businesses, dine in outdoor cafes, and socialize and participate in neighborhood events with their neighbors in plazas and mini-parks.

New businesses and job opportunities will be developed in La Habra’s industrial districts. An aggressive program of economic development will attract new businesses providing job opportunities for residents. These will be complemented by job training and skill development offered by the businesses and local educational institutions.

A diversity of new housing choices will be developed for all income levels. Most will be multi-family units as there are no remaining large vacant lands suitable for new single family housing construction. A variety of plan densities will accommodate townhomes, low- and mid- rise apartments, and housing developed in mixed-use buildings above ground-level retail.



A variety of housing types and prices will be provided in La Habra (Brio to the left)

Tying the districts and neighborhoods together will be a citywide greenways network. Its backbone would be a redeveloped Union Pacific Railroad corridor. With cooperation of the Railroad and possible acquisition by the City, it initially would be heavily landscaped and developed with pedestrian paths and bikeways. In the longer term, small passive and active parks and possible transit uses could be added. Extending outward from the corridor, street frontages would be developed with additional landscape and amenities to provide connectivity to surrounding neighborhoods, business districts, and parks. New mini-parks and open spaces would be integrated into the downtown and in larger scale mixed-use centers.



Illustrates redevelopment of railroad corridors for pedestrians, bicyclists, transit, and landscape (Source: Atlanta Beltline)

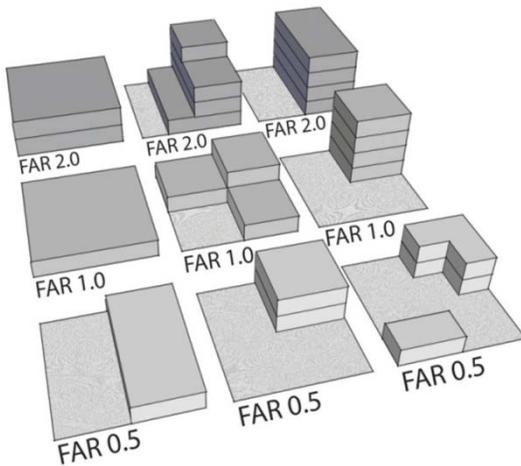
A. Land Use (LU)

Land Use Diagram

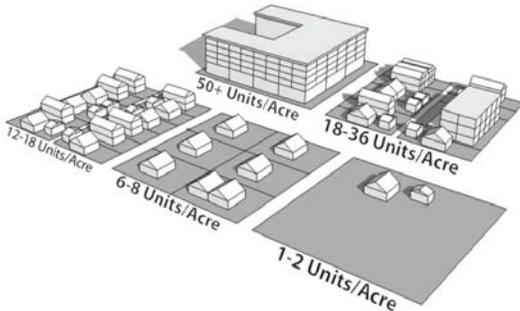
This section presents the Land Use Diagram and an overview of the standards of population density and building intensity, and allowed uses for the various land use designations in the plan, consistent with the requirements of State planning law (Government Code Section 65302 (a)). Figure 2-1 presents the Land Use Diagram and the text below describes the uses and densities permitted for each of its land use categories.

DEVELOPMENT STANDARDS

These are legal standards of density for residential uses and building intensity for non-residential and mixed-uses. The following explains these standards.



This illustration shows how various building configurations represent different FARs of 0.5, 1.0, and 2.0 on a similar sized parcel. This graphic is intended only to show the relative differences in FAR and does not represent an intensity standard for this General Plan.



This illustration shows different densities for residential development on a similarly sized lot. This graphic is intended only to show the relative differences between residential developments at various densities and does not represent a density standard for this General Plan.

Standards of building density for residential uses are stated as allowable dwelling units per acre. Standards of population density can be derived by multiplying the maximum number of dwelling units per net acre by the average number of persons assumed for the applicable residential designation, as specified below.

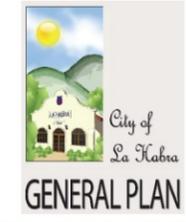
Standards for building intensity for non-residential uses such as commercial, industrial, and mixed-use development are stated as floor-area ratios (FARs). In the case of mixed-use developments that include residential uses, the FAR includes residential building square footage and the density range is not applicable. In this case, the number of potential housing units can be calculated by dividing the square footage allocated to housing by an average unit size of 1,000 square feet.

An FAR is the gross building area on a site, excluding structured parking, to the net developable area of the site. The net developable area is the total of a site excluding portions that cannot be developed (e.g., right-of-way, public parks, and so on). A site includes all contiguous parcels that will share parking or access. For example, on a lot with 25,000 square feet of land area, a FAR of 0.5 will allow 12,500 square feet of usable building floor area to be built regardless of the number of stories in the building (e.g., 6,250 square feet per floor on two stories, or 12,500 square feet on one floor). On the same 25,000 square foot lot, a FAR of 0.8 would allow 20,000 square feet of usable floor area and a FAR of 1.5 would allow 37,500 square feet of usable floor area. The diagram to the left depicts various building configurations representing FARs of 0.5, 1.0, and 2.0.

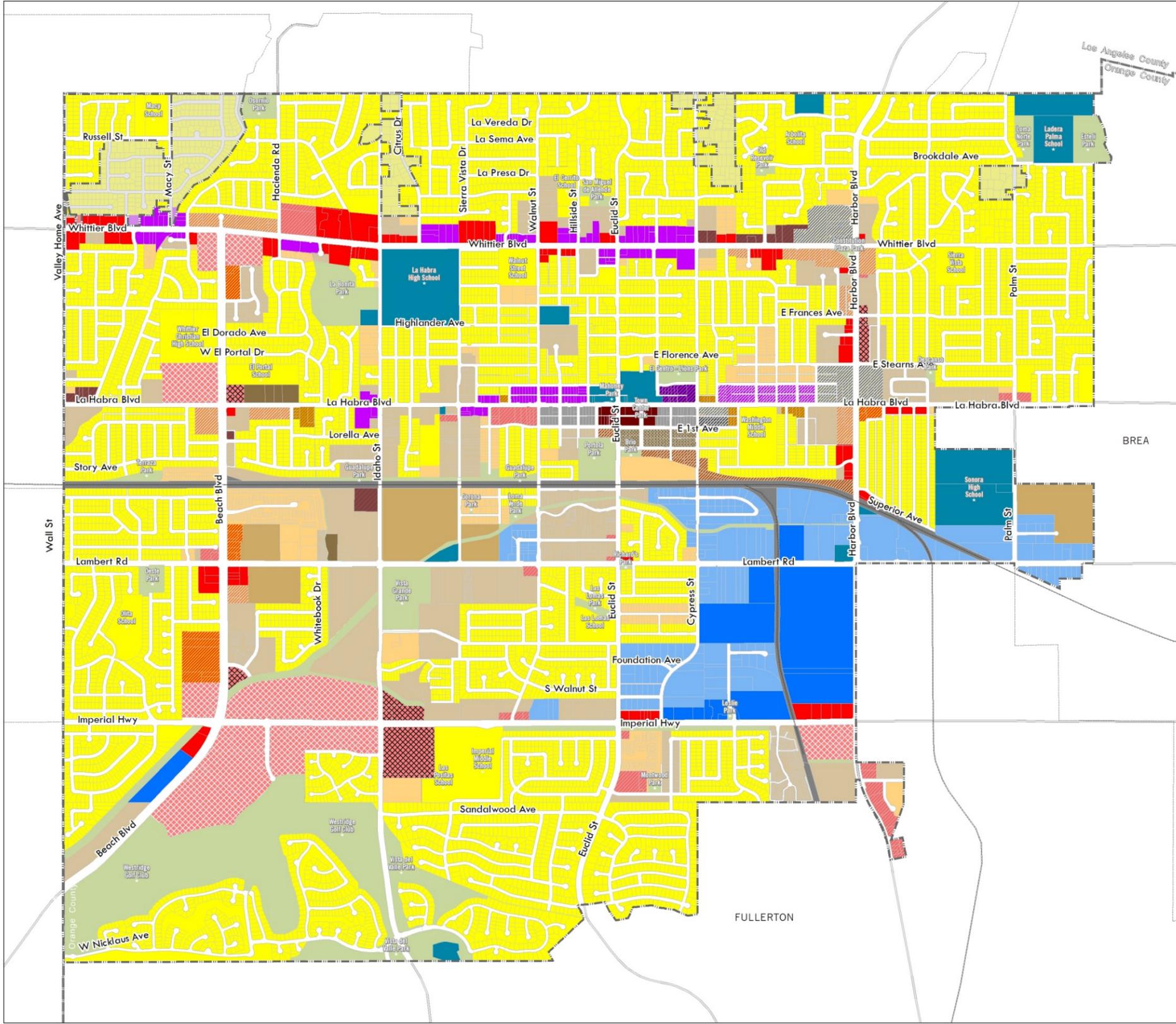
While FAR provides for the overall development size and intensity, it does not specify the character of the building. Different interpretations of the same FAR can result in buildings of very different character. The City’s Municipal Code specifies other regulations that will affect a buildings form and character within the context of the permitted FAR (e.g., building height limits, setbacks, and open space requirements).

LAND USE CATEGORIES

The following describes and characterizes the general range of land uses and densities/intensities permitted for each category of use depicted on the Land Use Diagram. A detailed list of uses allowed in each zone is specifically defined by the La Habra Zoning Ordinance. Photographs accompanying the land use descriptions are illustrative of the form and scale of development within that category and do not necessarily reflect the architectural design of buildings to be permitted in La Habra.



CITY of LA HABRA General Plan Update Land Use Plan Diagram



- Residential**
- Low Density (0-8 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)
- Commercial**
- Neighborhood Commercial (0.3 FAR)
 - Community Shopping Center 1 (0.5 FAR)
 - Community Shopping Center 2 (0.8 FAR)
 - Commercial Highway (0.3 FAR)
 - Commercial Professional/Office Priority (1.5 FAR)
 - Professional Office (0.7 FAR)
- Industrial**
- Commercial Industrial (0.8 FAR)
 - Light Industrial (0.8 FAR)
 - Railroad ROW
- Mixed-Use**
- Mixed-Use Center 1 (MU-1.5 FAR; Commercial 0.5 FAR; MF-1 15-24 units/ac)
 - Mixed-Use Center 2 (MU-1.5 FAR; Commercial 0.5 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 0.5 FAR-max 20% of block; MF-1 15-24 units/ac)
 - Corridor Mixed-Use 2 (Commercial 0.5 FAR-max 20% of block; MF-3 31-36 units/ac)
 - Corridor Mixed-Use 3 (Commercial 0.8 FAR; MF-3 31-36 units/ac)
 - Transitional (0.40 FAR/up to 23 Families per acre)
- Open Space**
- Parks, Flood Channels
- Public Facility**
- Public Facility
- City Limits
 County Boundary
 Railroad
- * If aggregated, MU-1.5 FAR, Commercial 0.8 FAR; if not aggregated, Commercial 0.8 FAR, 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, MF-3 31-36 du/ac.

Miles

0 0.25 0.5

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Figure 2-1

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RESIDENTIAL LAND USES

Low Density Residential

0–8 dwelling units per acre/3.1 persons per unit

Characterized by single-family residential development in a semi-rural setting and conventional single-family residential developments constructed in subdivisions with lot sizes ranging from 5,500 to 10,000 square feet.

Residents will have choices to live in a diversity of housing and neighborhoods—traditional single family, duplexes, townhomes, apartments, and in mixed-use buildings above ground floor retail and office uses

Medium Density Residential

9–14 dwelling units per acre/3.1 persons per unit

Characterized by a variety of development types including small lots or zero lot line single-family subdivisions, duplexes, and lower density multi-family complexes.

Multi-Family 1

15–24 dwelling units per acre/3.1 persons per unit

Characterized by small lot single family detached units (e.g., cottage units) on parcels of 1,800 – 3,000 square feet lots and apartment and condominium/townhouse units that house multiple dwelling units, provide for common recreational open space area, and may consist of two-story buildings.



Multi-Family Housing, Brea



Mission Viejo

Multi-Family 2

25-30 dwelling units per acre/2.8 persons per unit

Characterized by apartment and condominium /townhouse units that house multiple dwelling units, provide for common recreational open space area, and may consist of two to three story buildings.



Multi-Family Housing, Irvine



Pasadena

Multi-Family 3

31-36 dwelling units per acre/2.2 persons per unit

Characterized by apartment, condominium /townhouse, and live/work that house multiple dwelling units, provide for common recreational open space area, and may consist of three to four-story buildings. A portion of these units may be priced for low and moderate income households.



Multi-Family Housing, Mission Viejo



Fullerton

Multi-Family High

37-50 dwelling units per acre/1.8 persons per unit

Characterized by apartment and condominium /townhouse units that house multiple dwelling units, provide for common recreational open space area, and may consist of three to five story buildings.



Multi-Family Housing, La Habra



Pasadena

Mobile Home Park

8–13 dwelling units per acre/1.8 persons per unit

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.

COMMERCIAL LAND USES

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).



A diversity of retail and service commercial uses will be located in close proximity to all residents

Community Shopping Center (0.50 – 0.8 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.



Bella Terra, Huntington Beach

Victoria Gardens, Rancho Cucamonga

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).

Commercial Professional Office Priority (1.5 FAR)

Characterized by professional business and corporate office uses and/or retail and service commercial uses developed at higher densities that benefit by their adjacency and synergy with like uses in a pedestrian-oriented “downtown” environment.



Low Rise Professional Offices, Mountain View and Irvine Business Complex

Mixed-use development projects enable people to live close to places where they shop, work, dine, are entertained, and socialize with their neighbors; reducing the need to travel long distances by the automobile while increasing opportunities for walking

MIXED - USE

Mixed Use Center 1

Characterized by large parcels developed exclusively for retail or office commercial, multi-family residential units, or for a mix of these uses distributed horizontally on the site or vertically in buildings with housing above ground level commercial uses. Site development or a specific plan shall be required for properties developed with a mix of uses, which shall demonstrate how the project meets the objectives for a unified, pedestrian-oriented “village character” as described in this Plan’s policies. Residential development is limited to parcels of one acre and larger. Permitted uses and densities may include:

- Community Shopping Center (0.5 FAR)
- Multi-Family Residential 1 (15-24 dwelling units per acre/3.1 persons per unit)
- Mixed-Use Buildings (1.5 FAR)



Community Shopping Center, Calabasas



Multi-Family Residential, Brea



Mixed-Use Building, Fullerton

Mixed Use Center 2

Characterized by large parcels developed for uses as described for *Mixed Use Center 1*. Residential development is limited to parcels of one acre and larger. Permitted uses and densities may include:

- Community Shopping Center at a FAR of 0.5

- Multi-Family Residential 3 (31-36 dwelling units per acre/3.1 persons per unit)
- Mixed-Use Buildings (1.5 FAR)



Community Shopping Center, Calabasas



Multi-Family Residential, Fullerton



Mixed-Use Building, Fullerton

Mixed Use Center 3

Characterized by large parcels developed for uses as described for *Mixed Use Center 1*. The densities allowed for this category are intended to achieve development of a semi-urbanized character. Residential development is limited to parcels of one acre and larger. Permitted uses and densities may include:

- Community Shopping Center at a FAR of 0.8
- Multi-Family Residential High (37-50 dwelling units per acre/1.8 persons per unit)
- Mixed-Use Buildings (1.5 FAR)



Community Shopping Center, La Habra



Multi-Family Residential, La Habra



Mixed-Use Building, Fullerton

Central District Mixed Use 1

Characterized by a broad range of uses that contribute to a vital and active pedestrian oriented district that acts as the functional and symbolic center of La Habra. A variety of uses include 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. The ground floor of buildings fronting La Habra Boulevard are limited to uses and designed to foster pedestrian activity. Multi-family residential uses are encouraged to be developed to rear of these uses and on upper floors of mixed use buildings, expanding their customer base and promoting walkability. Residential development is limited to parcels of one acre and larger. Aggregation of

The Central District will evolve as a "real downtown" for La Habra. It will be a pedestrian-active place where people work, shop, dine, and celebrate the history and culture of the City.

properties facing La Habra Boulevard with those facing 1st Avenue into larger development parcels are incentivized by higher permitted densities. Permitted uses and densities include:

Aggregated Parcels

- Commercial uses, as described above, with the ground floor restricted to “pedestrian-active” uses at a (0.8 FAR)
- Mixed Use Buildings (1.5 FAR)



Commercial, Victoria Gardens



Mixed-Use Building, Fullerton

Non-Aggregated Parcels

- La Habra Boulevard frontage: Commercial uses, as described above (0.8 FAR)
- First Avenue frontage
 - > Commercial, as described above (0.8 FAR)
 - > Multi-Family Residential High (37-50 dwelling units per acre/1.8 persons per unit)



Commercial, Victoria Gardens



Multi-Family Residential, La Habra

Central District Mixed Use 2

Characterized by a broad range of uses that contribute to a vital and active pedestrian oriented district that acts as the functional and symbolic center of La Habra, as described for *Central District Mixed Use 1*. Residential development is limited to parcels of one acre and larger. Permitted uses and densities include:

Aggregated Parcels

- Commercial uses, as described above, with the ground floor restricted to “pedestrian-active” uses at a (0.8 FAR)
- Mixed Use Buildings (1.5 FAR)



Commercial, Victoria Gardens



Mixed-Use Building, Fullerton

Non-Aggregated Parcels

- La Habra Boulevard frontage: Commercial uses, as described above (0.8 FAR)
- First Avenue frontage
 - > Commercial, as described above (0.8 FAR)
 - > Multi-Family Residential 3 (31-36 dwelling units per acre/2.2 persons per unit)



Commercial, Victoria Gardens



Multi-Family, La Habra

Corridor Mixed Use 1

Provides for the redevelopment of underutilized previously zoned commercial properties for a mix of multi-family housing with supporting retail and service uses. That latter shall be limited to 20% of the acreage of the block in which it is located. Residential development is limited to parcels of one acre and larger. Permitted uses and densities include:

- Multi-Family Residential 1 (15-24 dwelling units per acre/3.1 persons per unit)
- Neighborhood Commercial (0.5 FAR)

La Habra's arterial corridors will be revitalized with compact centers of commerce and living at major intersections, and remaining lands developed with a mix of community-serving commercial and new housing



Multi-Family Housing, Brea



Neighborhood-Serving Retail Uses

Corridor Mixed Use 2

Provides for the redevelopment of underutilized previously zoned commercial properties for a mix of multi-family housing with supporting retail and service uses. That latter shall be limited to 20% of the acreage of the block in which it is located. Residential development is limited to parcels of one acre and larger. Permitted uses and densities include:

- Multi-Family Residential 3 (31-36 dwelling units per acre/2.2 persons per unit)
- Neighborhood Commercial (0.5 FAR)



Multi-Family Housing, Fullerton



Neighborhood-Serving Retail Uses

Corridor Mixed Use 3

Provides for the redevelopment of underutilized previously zoned commercial properties for multi-family housing and/or retail and service uses, with no limit on the area developed for either use. Residential development is limited to parcels of one acre and larger. Permitted uses and densities include:

- Multi-Family Residential 3 (31-36 dwelling units per acre/2.2 persons per unit)
- Neighborhood Commercial (0.8 FAR)



Multi-Family Housing, Fullerton



Commercial, Victoria Gardens

INDUSTRIAL AND COMMERCIAL-INDUSTRIAL USES

Commercial Industrial (0.50-0.8 FAR)

Characterized by planned business/industrial parks and large retail commercial centers.

La Habra's industrial areas will be more intensely developed with new industries and businesses offering new job opportunities with diverse skills for residents.



Industrial, Irvine Business Complex



Commercial, Heritage TC, Chula Vista

Light Industrial (0.45-0.8 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.



Light Industrial, Irvine Business Complex



PUBLIC USES

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.

Citywide Land Use Goals and Policies

Policies in this section provide for strategic growth and change that preserve existing neighborhoods and target new development to infill areas that are vacant or underutilized, and are scaled to complement adjoining uses. Changes focus on enhancing the quality of life with a reduced need for automobile trips, increased walkability, improved connectivity among neighborhoods and districts, and the completion of cohesive and well-defined districts.

GROWTH

Goal LU1

Growth and Change. Sustainable growth and change through orderly and well-planned development that provides for the needs of existing and future residents and businesses, ensures the effective provision of public services, makes efficient use of land and infrastructure, and promotes the health of the community.

Policies

- 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.¹** 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).

¹ It is anticipated that the development limits specified by Policy 1 and addressed in the General Plan 2035 Program EIR would not be exceeded prior to the next normal updating of the General Plan, for which a new EIR would be prepared in accordance with CEQA.

- 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

Goal LU 2

Land Use Diversity and Choices for Residents. A mix of land uses that meets the diverse needs of La Habra’s residents, offers a variety of employment opportunities, and allows for the capture of regional population.

Policies

- 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.
- 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

GOAL LU 3

Neighborhoods, Centers, and Corridors. A city of distinct, compact, and walkable mixed-use centers and corridors, surrounded by diverse and complete residential neighborhoods, and connected to a unifying network of greenways and open spaces.

Policies

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.

Reimagining Downtown La Habra: Existing Downtown on left; image on right illustrates characteristics of a vital, pedestrian-oriented downtown with active street frontages, mixed retail and housing, and complete streets (automobiles, transit, and bicycles)



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.



Reimagining the Union Pacific Railroad corridor as a citywide greenway that provides opportunities for walking, biking, and recreation. Photo on the left depicts existing conditions and on the right illustrates characteristics of a redeveloped railroad corridor with robust landscape and bicycling and pedestrian pathways

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.



Illustrates orientation and treatment of buildings along pedestrian-oriented street frontage—continuous “building wall,” transparent and open facades, interior uses flow onto the sidewalk (Santana Row, San Jose on left and Birch Street, Brea on right)

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

Goal LU 4

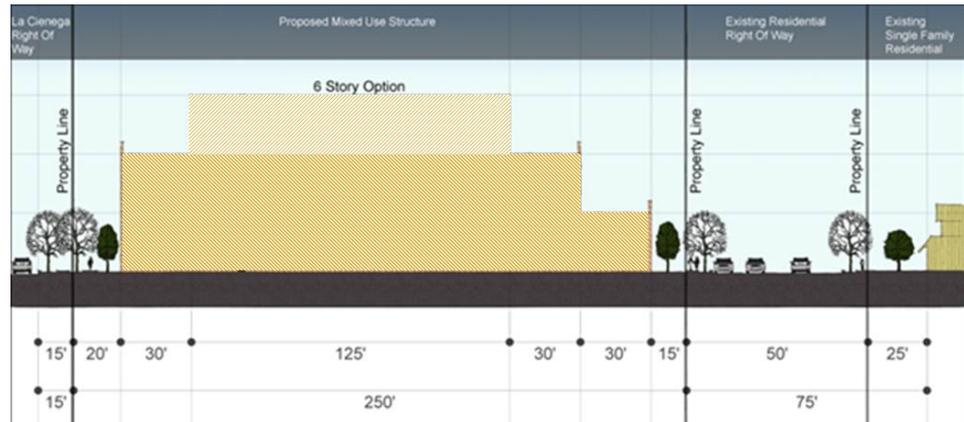
A Quality Community. New development is located and designed to maintain the qualities that distinguish La Habra as a special and safe place to live, work, and play, with well-designed buildings, public places, signage, and open spaces and effective transitions among neighborhoods and districts.²

Policies

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.

Schematic illustration of reduction of building heights of multi-family and commercial zones adjoining single family neighborhood



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

² Refer to Community Identity Element for goals and policies addressing La Habra’s identity and character.

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

Goal LU 5

City Sustained and Renewed. Land development practices that sustain natural environmental resources, the economy, and societal well-being for use by future generations, while reducing greenhouse gas emissions and impacts on climate change, are maintained.

Policies

- 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.



Illustrates sustainable building design. Building on left (UC Davis) meets LEED-Platinum requirements for energy and water efficiency and use of recycled materials. Building on right (Ladera Ranch, Mission Viejo) incorporates solar panels for energy.

- 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.

Illustrates sustainable land development practices. Permeable sidewalks and native landscapes on left (Portland, Pearl District). Urban bioswale filtering stormwater runoff on right (Los Angeles)



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

GOAL LU 6

City Fair and Equitable. Fair and equitable access for all citizens to employment, housing, education, recreation, transportation, retail, and public services, including participation in public planning for the future.

Policies

- 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.

Neighborhoods and Districts

RESIDENTIAL NEIGHBORHOODS

Policies in this section provide for the protection, maintenance, and enhancement of La Habra's residential neighborhoods, assuring that new development complements and reinforces their unique characteristics through sensitive infill and transitions in scale from adjacent centers and corridors.

GOAL LU 7

Livable Neighborhoods. A City composed of neighborhoods with a variety of housing types that are desirable places to live, contribute to the quality of life, and well maintained.

Policies

- 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.

La Habra offers its residents a choice and diversity of housing types and neighborhoods



- 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.

GOAL LU 8

Single-Family Neighborhoods. Distinct and quality single-family residential neighborhoods distinguished by their identity, scale, and character.

Policies

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.



Neighborhood parks provide active and passive recreational opportunities for La Habra’s residents and promote healthy lifestyles for children

GOAL LU 9

Multi-Family Neighborhoods. Multi-family residential neighborhoods that provide ownership and rental opportunities, are well designed, exhibit a high quality of architecture, and incorporate amenities for their residents.

Policies

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.

Illustrates well-designed street frontages of multi-family housing with modulated building elevations, multiple entries, and extensive street landscapes (Ladera Village, Mission Viejo on left and Mountain View on right)



LU 9.2 Amenities. Encourage new multi-family development to provide amenities for residents, such as on-site recreational facilities and community meeting spaces.

Apartment amenities provide social and recreational opportunities for residents



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.

GOAL LU 10

Supporting Uses in Residential Neighborhoods. Uses that support the needs of residents are located and designed to be subordinate to, and compatible with, the function and quality of the living environment.

Policies

- 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

Goals and policies of this section of the General Plan provide for the maintenance and enhancement of diverse, economically vital, and well-designed commercial districts that offer a diversity of goods and services for residents; provide quality places to walk, shop, and be entertained; and contribute revenue to support City services.

Goal 11

Diverse Districts and Corridors. Vital, active, prosperous, and well-designed commercial districts that provide a diversity of goods, services, and entertainment and contribute to a positive experience for visitors and community residents.

Policies

- 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.

Illustrates placemaking principles for commercial center development: Grouping of buildings around plazas and open spaces, variation of building form and mass; robust landscaping, and integration of signage with building facades (Bella Terra, Huntington Beach)



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

Goals and policies of this section of the General Plan provide for the development of properties and buildings that integrate a diversity of uses such as retail, office, restaurant, entertainment, and residential uses, which are developed as quality places to live, work, shop, and be entertained. 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.

Goal LU 12

Places to Live, Work, and Shop. A diversity of well-designed districts and corridors containing an integrated mix of commercial, office, and/or housing that enable La Habra’s residents to live close to businesses and employment, reduce automobile use, actively engage and enhance pedestrian activity.

Policies

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.

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.

Goal LU 13

Central District. An active and vigorous downtown where people work, shop, govern, live, engage socially, and celebrate the history and life of La Habra.

Policies

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.

*Model for downtown revitalization:
 (a) Places to shop, dine, be entertained, work, and live; (b) Uniform building wall along the street frontage, with parking to the rear and in structures; (c) Wide sidewalks with pedestrian-oriented amenities; and (d) Well-defined entry from arterial street*



Brea, Birch Street

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.

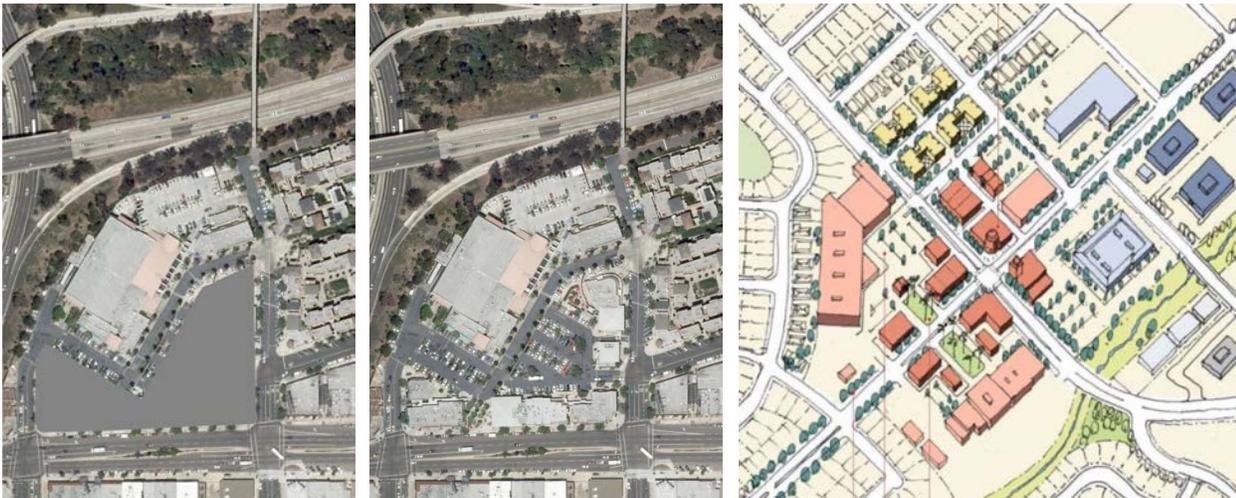
LU 13.5 Downtown Parking. Require that parking be located and accessed from the rear of buildings facing La Habra Boulevard, while supporting the development of shared parking structures as an alternative for individual on-site parking.

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.

Goal LU 14

Mixed-Use Centers. Compact mixed-use centers at key arterial intersections containing an integrated mix of commercial, office, and/or multi-family housing that are designed to establish the sense of a “village-like” environments that are distinctly identifiable, active, and walkable from adjoining residential neighborhoods.



Illustrates infill development of an existing retail shopping center with a mix of commercial, housing, and public plazas, creating a walkable, pedestrian oriented environment (Uptown District, Hillcrest, San Diego)

Policies

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.

Illustrates principles of mixed-use redevelopment of a shopping center property: (a) Mix of retail, dining, entertainment, housing, and public parklands; (b) Housing located above ground level retail; (c) Community meeting rooms integrated in project; (d) Wide sidewalks with pedestrian-oriented amenities; (e) Plazas for community celebrations; (f) parking located behind and under buildings.



Uptown District, Hillcrest, San Diego

Goal 15

Mixed Residential-Service Commercial Corridors. Shallow depth parcels located along La Habra’s arterial corridors contain a mix of low-intensity neighborhood-oriented services and retail uses integrated with multi-family housing.

Policies

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

Goals and policies of this section of the General Plan provide for the maintenance and enhancement of diverse, economically vital, and well-designed light industrial districts and mixed commercial and industrial districts that offer employment opportunities for La Habra’s residents and contribute revenue to support City services.

Goal 16

Quality Industrial and Commercial-Industrial Districts. A diversity of districts accommodating light industrial uses are developed that provide a variety of job opportunities for La Habra’s residents, reducing their need to commute to other communities, while not unduly impacting the residential environment.

Policies

- 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.
- 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

Goals and policies of this section of the General Plan provide for the development and maintenance of civic, park, school, utility, institutional, and other public and institutional uses to assure adequate distribution and access for residents and businesses; consistency with the pattern, scale, and quality of development; and prevention of adverse impacts on the community.

Goal 17

Public and Quasi-Public Uses Supporting Resident Needs. Governmental, utility, institutional, educational, recreational, cultural, religious, and social facilities and services are located and designed to complement La Habra's neighborhoods, centers, and corridors.



La Habra provides a broad variety of public facilities and services for its residents

Policies

- 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 providers 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.
- 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.

B. Economic Development (ED)

A principal objective of economic development is to foster a healthy environment where residents and businesses can flourish and provide revenue support for public services demanded in the community. A healthy economic environment describes a geographic setting where independent but interconnected business and lifestyle objectives can be realized such as earning a good living, running a successful business, hiring qualified workers, and prospering in relative safety. Economic development also depends on the utilization of property for housing, schools, retail shops, offices, factories, parks, roadways, and utilities needed to support the diverse economic objectives of residents and businesses. The ability to make effective use of available property resources influences the inherent capacity for continued economic growth in the community.

Within La Habra, the available supply of vacant property is very limited and numerous existing properties have not been improved to their full potential. By comparison, the surrounding region is projected to experience significant economic growth in the future. To benefit from future growth that is anticipated, this economic development element identifies goals and policies to guide community leaders tasked with enriching the lives of City residents and facilitating the success of local businesses. Increasing utilization of existing property and expanding overall capacity for economic growth reflects one focus of the Economic Development goals and policies. Balanced economic growth also requires goals and policies that support the improvement of the business environment, workforce engagement, real estate investment, lifestyle enrichment, and fiscal sustainability.

Business Environment

The following goals and policies focus on creating a business-friendly environment that serves to strengthen existing businesses and capitalize on growth opportunities.

Goal ED 1

Competitive Strength and Diversification. Diverse mix of business activity that serves consumers within the City and surrounding communities.

Policies

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.

Goal ED 2

Business Attraction, Retention and Assistance. Responsive support of new and expanding businesses within the community.



Policies

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

The following goals and policies focus on ways to bolster local job opportunities including payroll earning potential of the resident workforce.

Goal ED 3

Workforce Development. Resident workforce with marketable skills demanded by area employers.

Policies

- 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.

Goal ED 4

Local Job Growth. Expanded base of well-paying jobs that employ marketable skills of local workforce.

Policies

- 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

The following goals and policies focus on stimulating a renewal of real estate development by creating economic incentives to revitalize or redevelop existing properties and by promoting functional nodes of land use activity that better serve the community.

Goal ED 5

Property Reinvestment. Increased utilization of existing property through infill development that increases local consumer population and creates functional nodes of land use activity.

Policies

- 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.

Goal ED 6

Development Assistance. Proactive administration, review, and approval of existing property improvements and prospective development projects.

Policies

- 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

The following goal and policies focus on serving day-to-day lifestyle needs of City residents across all age-groups, income levels, and backgrounds.

Goal ED 7

Health and Lifestyle Enrichment. A network of activities and services that help improve the health and lifestyle of individuals and families.

Policies

- 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 Health and 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

The following goals and policies focus on ways to strengthen and stabilize the fiscal operating position of the City over the long run.

Goal ED 8

Fiscal Advocacy-Leverage. Proactive participation in efforts to ensure continuity of local fiscal resources and in programs that leverage external funding and resources to the benefit of City services.

Policies

- 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.

Goal ED 9

Fiscal Strength-Stability. Systematic budget, negotiation, and operating practices that serve to strengthen the City's fiscal operating position over the long-run.

Policies

- 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.

C. Housing (H)

Housing and its production are critical to the economic and social well-being and vitality of the community and its residents. Increasingly, the State of California has recognized this situation and has legislated requirements for local jurisdictions to plan for their fair share of future housing by identifying and analyzing existing and projected housing needs and preparing goals, policies, and programs addressing those needs. The Housing Element is the only General Plan Element for which state law provides for independent review and certification by the State of California.

La Habra provides a variety of housing to meet every resident's needs; the Housing Element focuses on new housing for those with the greatest needs



Because of the shorter update cycle and requirements for technical analyses of housing conditions and needs, the complete text of the Housing Element, is bound in a separate volume. Its goals and policies are presented below and implementation programs incorporated into the comprehensive program of actions described in *Chapter 8, Implementation Programs*.

The City of La Habra shares with other localities fundamental housing needs that vary from community to community only in terms of magnitude and severity, but not in their essential nature. The City, like its neighbors throughout

Southern California and the entire state, is faced with the following challenges to:

- keep housing in safe, decent, sanitary condition;
- make housing costs affordable; and
- provide a sufficient number of safe and sanitary dwellings to all economic segments of the population in the present and future.

In accordance with State Housing Element law, this section conveys La Habra’s plan to provide a variety of housing types for all economic segments of the community and serves as a framework or foundation for the evolution, initiation, and implementation of specific programs and actions to improve the existing housing stock, produce new housing, provide financial assistance, and mitigate the adverse impacts of economic and market constraints.

New Housing

The following goal and policies promote adequate housing development by the private sector to meet the economic, social, and transportation needs of all citizens; utilize existing community facilities and structures; minimize environmental hazards and incompatible land uses; and enhance the quality of life in residential neighborhoods.

Goal H 1

Housing Development. Adequate housing development by the private sector utilizing existing community facilities and structures; minimizing environmental hazards and incompatible land uses, and enhancing the quality of life in residential neighborhoods to meet the economic, social, health, and transportation needs of all citizens.

Policies

- 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.
- 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

The following goal and policies support the maintenance and conservation of existing housing in a decent, safe, and sanitary condition in each neighborhood; protect the quality of life in each neighborhood from encroachment of other uses or environmental hazards; and maintain the City’s public facilities and services that aid the City’s housing stock.

Goal H 2 Housing Maintenance and Conservation. Maintained and conserved housing in each neighborhood in a decent, safe, and sanitary condition where adequate public facilities and services are provided and the quality of life is protected from encroachment of other uses or environmental hazards.

Policies

- 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

The following goal and policies strive to achieve adequacy, equity, and balance in housing opportunities for all economic and social segments of the community regardless of race, color, age, national origin, religion, sex, familial status, or disability through support, promotion, and assistance.

Goal H 3

Equitable Housing Opportunities. Housing opportunities that are adequate for all economic segments of the community regardless of race, color, age, national origin, religion, sex, familial status, or disability.

Policies

- 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.

D. Historic/Cultural Resources (CR)

Policies in this section recognize the history of La Habra as one of earliest developing communities in southern California. With the arrival of the Southern Pacific Railroad to the region, settlers began to buy parcels of land in the 1890's. The community was formally founded and named "La Habra" in 1896 with the establishment of a local United States Post Office. By 1916, the community had grown with stores, restaurants, hotels, commercial uses, and housing supporting a thriving citrus production and oil industry. In 1925, La Habra was incorporated with a population of 3,000 residents. Sites and buildings, primarily residential and near the Civic Center core, remind us of the City's rich and diverse history.

The goals and policies provide for the protection of historic and cultural resources in La Habra and ensure that City, State, and Federal historic preservation laws, regulations, and codes are implemented. Policies support the City pursuing the identification and maintenance of historic and cultural resources, including consultation with appropriate organizations and individuals

early in the planning process to identify opportunities and minimize potential impacts to these resources.

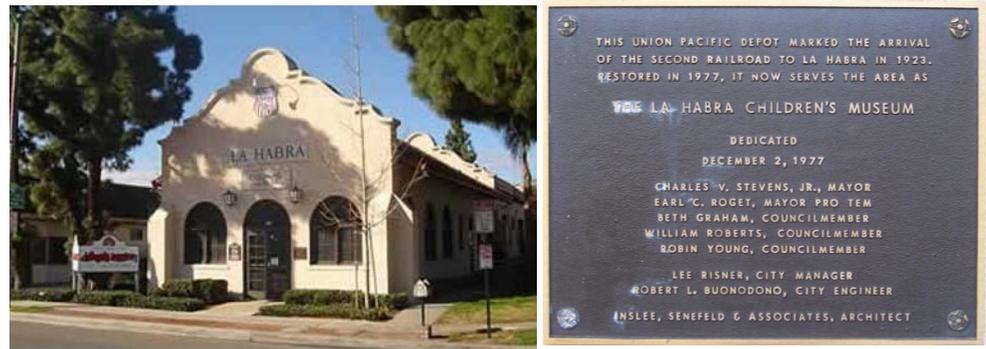
Identification and Preservation

The following goals and policies focus on maintaining a data base and preserving La Habra’s historic and cultural resources.

Goal CR 1

Resource Inventory and Protection. Inventory and protection of La Habra’s historic and cultural resources to enrich the sense of place and understanding of the city’s prehistory and history.

La Habra Children’s Museum, located in the renovated Union Pacific Depot



Policies

- 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

The following goals and policies focus on ways to enhance public awareness and appreciation of La Habra’s historic and cultural resources.

Goal CR 2

Public Awareness and Appreciation. Foster public awareness and appreciation of La Habra’s historic and cultural resources.

Home of the La Habra History Museum, former library constructed in 1937, and La Habra Depot Theater original train station constructed in the 1920s



Policies

- 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.

E. Community Identity (CI)

The Community Identity Element of the General Plan provides the framework of goals and polices to enhance La Habra’s character and identity as a distinct community, distinguishing it from the sprawl of anonymous communities that, for many, characterize the Southern California region. These demonstrate the historical commitment of the City to its community members and address important characteristics that a resident, business person, or visitor can enthusiastically describe as reasons that La Habra is a special place to live, work, shop, visit, and play. They start with the assets that have been historic and cultural underpinnings of La Habra’s quality of life and add to these new opportunities emerging from visions expressed by the General Plan for its future.

Factors contributing to and strengthening La Habra’s community identity fall into four categories. First, new development described in the Land Use Element offers opportunities to transform homogenous and indistinct corridors and centers into well-defined pedestrian-oriented activity areas and complete neighborhoods. These places are differentiated from the surrounding suburban fabric by their uses, physical form and scale, and community life. The aesthetic quality and character of the built environment and natural open spaces are important contributors to the sense of place and identity. Well-landscaped streets, parks, and plazas provide places for active pedestrian use and public gatherings and celebrations. Signage, landscape, public art, and other

improvements at the City’s boundaries along arterial highways provide the sense of “entry” from adjoining communities. Finally, contributing to a positive quality of life and health of residents are the City’s extraordinary diversity of social, recreational, and health services.

Distinct Community Places

The following goals and policies focus on transitioning La Habra’s urban pattern into a series of centers, corridors, and neighborhoods that are distinctly identifiable from one another and the region by their uses, physical form and character, and activities.

Goal CI 1

Community Places. A city of distinct and identifiable places to live, work, shop, visit, play, and enjoy nature.

Policies

- 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.



La Habra is set apart from its surrounding communities by its valley location framed by hillsides and mountains

Aesthetic Environment

The following goals and policies promote the visual enhancement of La Habra’s buildings and streetscapes.

Goal CI 2

An Attractive and Aesthetically Pleasing City. A city distinguished by the high quality of its building, public streetscapes, and open spaces contributing to its desirability as a place to live, work, and shop.

Policies

- 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.

Sidewalks in La Habra’s commercial corridors contain minimal landscaping, amenities, and are generally of insufficient width to support active pedestrian activity



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.



La Habra's streets will become great places to walk, enjoy outdoor dining, socialize with neighbors and friends, and contribute to the sustainability of the environment

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.

Goal CI 3

Attractive Signage. A city characterized by its well-designed, high quality, and distinctive public and private signage that contributes to La Habra’s appearance as an attractive place to live, work, and trade.

Policies

- 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

The following goals and policies provide for improvements that establish a clear sense of entry along major travel corridors from adjoining communities.

Goal CI 4

Clarity of Entry. Improvements that distinguish entry to La Habra from surrounding communities.

Policies

- 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.

Providing visitors a “sense of arrival” and “sense of place,” identifying entries to the City and important destinations and landmarks



- 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

The following goal and policies focus on maintaining existing and expanding programs, services, and events contributing to the quality of life and appreciation of the community by La Habra's residents.

Goal CI 5

Community Activities. A robust program of facilities, services, and activities contributing to the social, economic, and health enhancement of the City, which help offer a positive image for the City and present La Habra as a desirable place to live.

Policies

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.



La Habra offers numerous recreational programs for all ages, contributing to the physical and psychological health of all residents. Portola Park and La Habra High School are major activity centers for the community.

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.

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.

Goal CI 6

Community Events and Celebrations. A robust program of community events that celebrate the history, economy and local businesses, arts, health and well-being, and qualities of life of La Habra.

Policies

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.

La Habra’s events provide festive and celebratory times for residents, as illustrated by the Corn Festival and the Citrus Fair



F. Growth Management (GM)

The entirety of La Habra’s General Plan 2035 is written to manage growth and resource conservation to achieve objectives for environmental, economic, and human sustainability. Throughout the City’s General Plan, goals, policies, and implementation programs are defined that manage the location, densities, urban form, and timing of development and correlate with the provision of adequate supporting infrastructure and services.

As the 2035 Plan provides a comprehensive approach to managing growth, the tradition of a separate growth management element would be redundant. However, as a city in Orange County, La Habra is eligible for a portion of monies received under Measure M and the Renewed Measure M Transportation Investment Plan or M2 subject to an approved, qualifying general plan growth management element. The corresponding Countywide Traffic Improvement and Growth Management Program identifies items to be covered in preparing local qualifying elements that address the following five principal topic areas:

- Development Phasing
- Balanced Community Development
- Traffic Level of Service

- Traffic Improvement Programs
- Public Facility Plans

In addition, four implementing programs are required and include, growth management areas, facility implementation plans (FIPs), countywide implementation of the Growth Management Program, and traffic improvement/public facility development agreements. These implementing programs are described in the La Habra General Plan 2035 Implementation Manual [reference location in General Plan/TBD].

Relationship with Other General Plan Elements

The following references the primary goals and policies contained in other La Habra General Plan 2035 elements including Chapter 2, Community Development; Chapter 3, Mobility/Circulation; Chapter 4, Infrastructure; and Chapter 5, Community Services that correspond to the five principal topic areas in fulfillment of the Countywide Traffic Improvement and Growth Management Program requirements to assure the City’s qualification for Measure M funds.

DEVELOPMENT PHASING

Chapter 2 Community Development, A. Land Use

- Policy LU 1.2 Development Capacity [Chapter 2A, Page 2-16]
- Policy LU 1.3 Growth Exceeding Development Capacities [Chapter 2A, Page 2-16]
- Policy LU 1.5 Development Concurrency with Public Facilities [Chapter 2A, Page 2-17]

Chapter 2 Community Development, B. Economic Development

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Chapter 3 MOBILITY/CIRCULATION

The Mobility/Circulation Chapter sets the vision for how La Habra will meet the future mobility needs of its residents, workers, and visitors while supporting the goals and policies of the Community Development Element (Chapter 2) Land Use section. The latter establishes policies for growth and land use development, while the Mobility/Circulation Element identifies proposed transportation strategies designed to meet the future transportation needs of these uses. Complete streets provide for an interconnected street system for all modes of travel between neighborhoods, commercial areas, schools, parks, and other focal points of the City. They are designed to enable safe and convenient access for all users.

Consistent with State legislation, the Mobility/Circulation Chapter defines the locations and extent of existing and proposed major thoroughfares, transportation routes, and terminals. Policies for other local public utilities and facilities are presented in *Chapter 4, Infrastructure*.

A complete and balanced multi-modal transportation system is critical to meeting the needs of all users of the city's streets, roads, and highways. This concept, outlined in Assembly Bill 1358 (The California Complete Streets Act) and known as "complete streets," is an integral part of the Mobility/Circulation Element. The complete streets concept ensures that the needs of motorists, commercial goods users, bicyclists, transit users, pedestrians, and the disabled are met by accommodating all roadway users with a range of transportation choices.

To meet the mobility needs of all users, the General Plan outlines four key principles:

- 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 meet these goals while providing for the needs of the community, a set of interrelated land use and transportation policies consistent with the Orange County Sustainable Communities Strategy (OC SCS) are defined by this Plan. These are intended to meet mandated targets for the reduction of greenhouse gas emissions for compliance with Assembly Bill (AB) 32. The policies are grounded by a multi-modal approach that minimizes impacts on the environment and neighborhoods, supports increased land use density, and promotes efficient use of right-of-way throughout the City.

Further guiding the Mobility/Circulation Chapter's goals and policies are major state and federal regulatory legislation, laws, and programs. These include 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, including the Southern California Association of Governments (SCAG) and the Orange County Transportation Authority (OCTA) and the City’s Municipal Code also play key roles in shaping the Mobility/Circulation Element.

A. Regional and Local Roadway Networks/Facilities (RN)

The City’s local roadway networks, together with regional roadway facilities, are critical components of the transportation infrastructure and provide a network capable of responding to local and regional growth projections. They are complemented by a roadway classification system, defined set of critical intersections, appropriate controls, and standards for acceptable operating conditions, all of which are designed to ensure the efficient movement of people and goods throughout the City.

The City’s roadway network is planned in consideration of complete streets principles for streets to be designed to enable safe and convenient travel by all users. A complete street typically includes sidewalks, bike lanes, comfortable transit stops, and frequent pedestrian crossing opportunities. It may also have median islands, pedestrian signals, curb extensions, lighting, and other amenities. Incorporation of the complete street concept will result in a balanced circulation system coordinated with land uses to ensure the safe, efficient, and environmentally sound movement of people and goods freely in the community. A sample cross-section of a complete street is shown on Figure 3-1 (Complete Street Cross-Section).

La Habra Boulevard (Primary Arterial Highway) and typical Local Street in residential neighborhood



CITY ROADWAY CLASSIFICATIONS

The City roadway network is comprised of seven major classes of streets, as shown on Figure 3-2 (2035 General Plan Functional Roadway Classification Map). Along with local streets and alleys, the major classes of streets provide for regional traffic movement and local access. These functional classifications include the following:

- Augmented Arterial Highway (Smart Street)
- Major Arterial Highway



City of
La Habra

GENERAL PLAN

CITY OF LA HABRA
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**COMPLETE STREET
CROSS-SECTION**

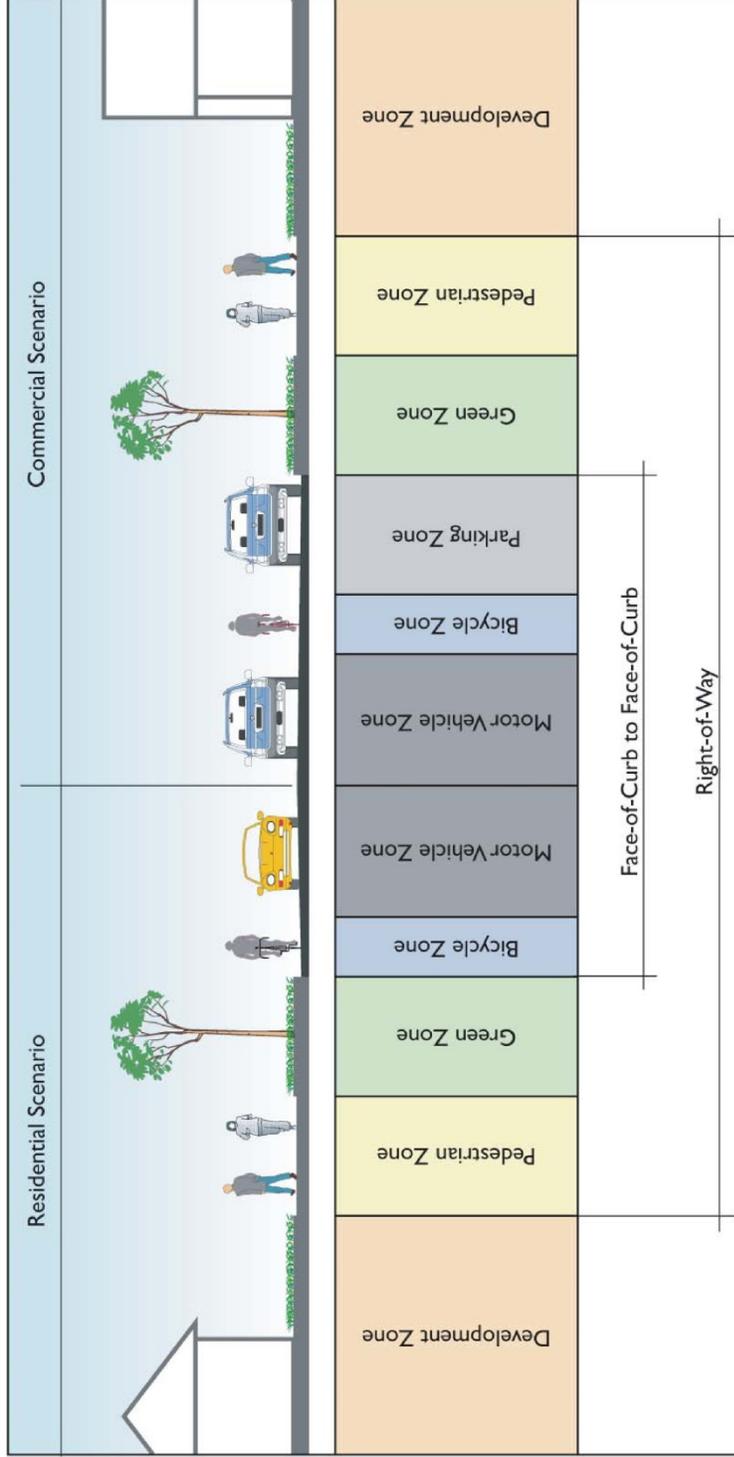
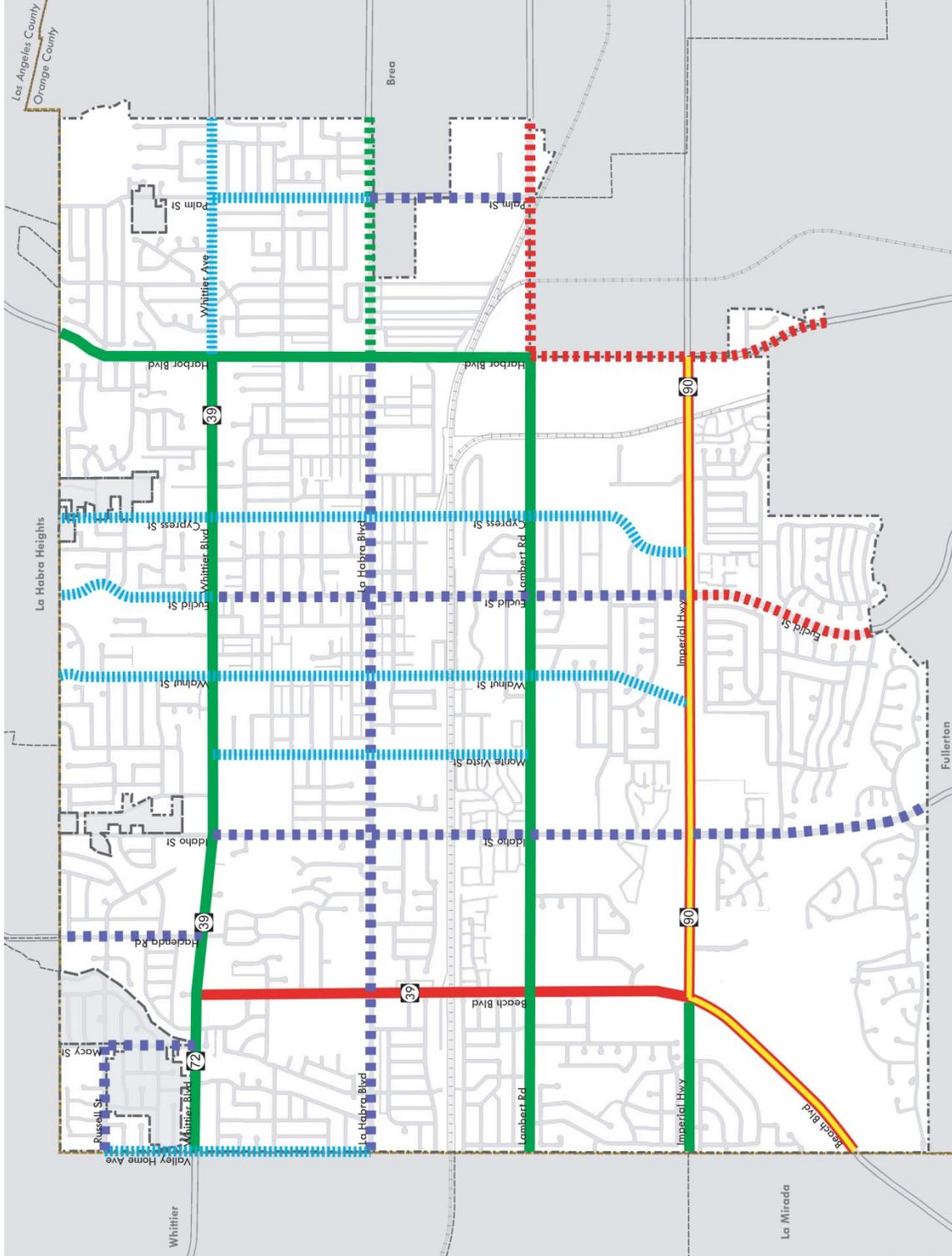


Figure 3-1



**CITY of LA HABRA
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2035 General Plan
Functional Roadway
Classification Map**

- Legend**
- Railroad
 - La Habra City Limits
 - County Boundary
 - Augmented Arterial Highway (Smart Street)
 - Major Arterial Highway
 - Modified Major Arterial
 - Primary Arterial Highway
 - Modified Primary Arterial
 - Secondary Arterial Highway
 - Commuter Arterial



Source: La Habra General Plan 2035



Figure 3-2

- Modified Major Arterial
- Primary Arterial Highway
- Modified Primary Arterial
- Secondary Arterial Highway
- Commuter Arterial
- Local Street
- Alley

The Augmented Arterial Highway (Smart Street), Major Arterial Highway, Modified Major Arterial, Primary Arterial Highway, and Modified Primary Arterial classifications primarily serve through traffic. Secondary Arterial Highways and Commuter Arterials function as collectors funneling traffic from local streets to Primary Arterials, Major Arterials, and Augmented Arterials. Local Streets serve abutting property, both residential and commercial. Alleys serve a public convenience and necessity for local traffic as part of the City’s Street and Roadway System. Each functional roadway classification is described in detail below. Figure 3-3 (Typical Roadway Cross Sections) illustrates typical cross-sections of these facilities.

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 such as added turn lanes and the addition of travel lanes achieved by removing on-street parking and consolidating driveways. The typical right-of-way width of a six-lane Augmented Arterial Highway is 120 feet, with a roadway width from curb-to-curb of 104 feet. An eight-lane Augmented Arterial Highway has a typical right-of-way width of 144 feet, with a roadway width from curb-to-curb of 128 feet.

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 104 feet. In La Habra, Beach Boulevard north of Imperial Highway is classified as a Major Arterial Highway due to its 6-lane divided configuration, although it has a right-of-way width of 142 feet and a curb-to-curb width of 114 feet.

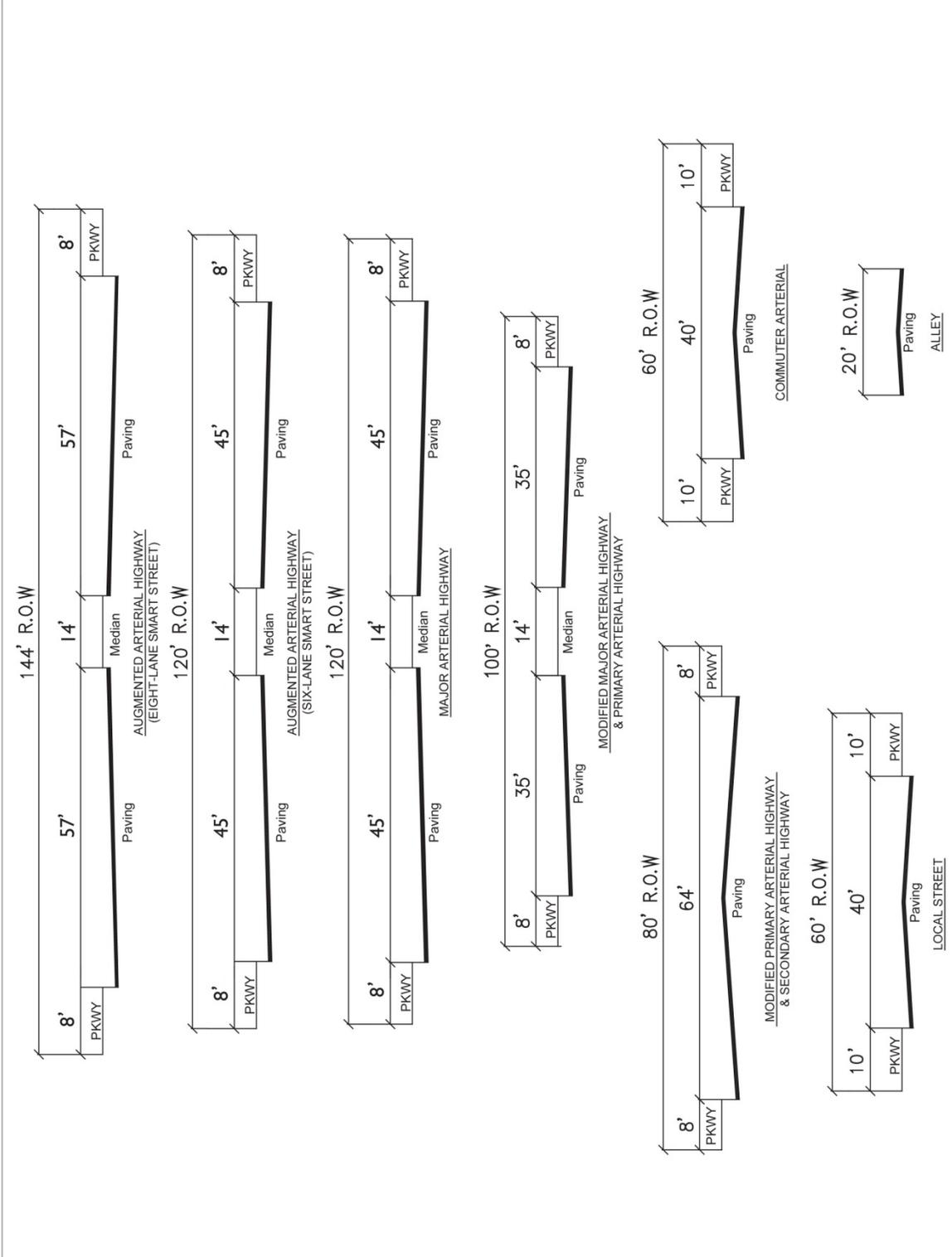
MODIFIED MAJOR ARTERIAL

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-



CITY OF LA HABRA
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**TYPICAL ROADWAY
CROSS SECTIONS**



Source: La Habra General Plan 2035

Figure 3-3

of-way and a roadway width from curb-to-curb of 84 feet. A Modified Major Arterial will always require removal of all on-street parking.

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.

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.

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.

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.

LOCAL STREET

A Local Street is designated as a non-arterial street with two-lanes and on-street parking. Local Streets generally have direct residential or commercial frontage, and are intended to serve adjacent land uses only. These streets are not intended to serve through traffic traveling from one street to another. The typical right-of-way width of Local Streets varies, but is generally 60 feet. Curb-to-curb width also varies, but is generally 40 feet.

ALLEY

An Alley is designated as a two-lane undivided, restricted access roadway, with a typical right-of-way width of 20 feet. Alleys generally provide access to private

garages, parking facilities, loading docks, and other business and residential access.

INTERSECTION SERVICE LEVEL OBJECTIVES

The City circulation system’s ability to handle traffic loads is generally described in terms of level of service (LOS). Level of service 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). The City of La Habra has established LOS D as its criterion for an acceptable level of service at City jurisdiction intersections. LOS E is considered acceptable for State Highway intersections and Congestion Management Plan (CMP) intersections.

Brief definitions of intersection level of service are described in Table 3-1 (Intersection Level of Service Thresholds and Definitions). Table 3-1 also presents the relationship between level of service and intersection capacity utilization for signalized intersections and level of service and control delay for unsignalized intersections.

Level of Service	Signalized Intersection Capacity Utilization	Unsignalized Intersection Control Delay (seconds/vehicle)	Definition
A	.000 – .600	0 – 10	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.
B	.601 – .700	> 10–15	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	.701 – .800	> 15–25	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	.801 – .900	> 25–35	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	.901 – 1.000	> 35–50	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	> 50	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* (2010); Orange County Transportation Authority, *Orange County Congestion Management Plan* (October 2009).

FUTURE 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 forecasts. The OCTA model is described and results of the analysis of potential traffic volumes and impacts on the level of service on local and state highways resulting from the development capacities established by Community Development Land Use Policy LU 1.2 and its distribution depicted on the Land Use Diagram (Figure 2-1) are presented in the Draft General Plan 2035 PEIR.

Results of the OCTAM model indicate that all of the City's roadway segments and intersections are expected to operate at acceptable conditions (LOS D). However, there are expected to be two State Highway intersections that will operate at an unacceptable level of service (LOS F) during the PM peak hour:

- Beach Boulevard at Imperial Highway
- Walnut Street at Imperial Highway

Using the HCM methodology¹ one of these two State Highway intersection is projected to operate at an unacceptable level of service (LOS F) during the PM peak hour:

- Walnut Street at Imperial Highway

ROADWAY AND INTERSECTION IMPROVEMENTS

Roadway Segments

Roadway segment level of service is generally used for screening purposes to determine if more detailed evaluation of intersections is necessary. The General Plan traffic forecast indicates that operating conditions along the following three roadway segments could decline to below acceptable levels; however, detailed level of service analysis of these roadway segments indicates that roadway capacity improvements will not be required:

- Lambert Road, Beach Boulevard to Idaho Street
- Lambert Road, Cypress Street to Harbor Boulevard
- Harbor Boulevard, North City Limits to Whittier Boulevard

Intersections

As described above, the intersections which are expected to have unacceptable level of service conditions are as follows:

- Beach Boulevard at Imperial Highway
- Walnut Street at Imperial Highway

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.

Proposed measures to improve operating conditions at these two intersections are expected to mitigate the negative effects of increased traffic through incorporation of various intersection capacity improvements and traffic control measures. The proposed intersection improvements are summarized below.

Beach Boulevard at Imperial Highway

Expected traffic volume increases on Imperial Highway and Beach Boulevard due primarily to regional traffic growth will require capacity improvements to maintain acceptable operating conditions. Figure 3-4 (Conceptual Design, Imperial Highway/Beach Boulevard) presents a conceptual drawing for the recommended intersection improvements:

- Construct a Fourth Northbound Through Lane
- Construct a Fourth Southbound Through Lane

The fourth northbound lane will require roadway widening south of the intersection. This will affect the sidewalk and property landscaping on the southeast corner. North of the intersection the addition of the fourth northbound lane can be accomplished through restriping alone. In the southbound direction, the change to four through lanes can also be made through restriping alone.

Walnut Street at Imperial Highway

Level of service at this intersection will be below acceptable levels due to a combination of southbound left-turn traffic from Walnut Street, eastbound left-turn traffic from Imperial Highway, and east-west through traffic on Imperial Highway. Conditions for east-west through traffic on Imperial Highway are expected to be acceptable, however long delays are expected for southbound left and eastbound left-turning traffic. The following improvement is recommended:

- Install a Traffic Signal

Four additional City jurisdiction intersections are expected to have marginal levels of service under 2035 General Plan conditions. A change in traffic patterns may result in unacceptable operating conditions at one or more of these intersections:

- Idaho Street at Whittier Boulevard
- Harbor Boulevard at Whittier Boulevard



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CONCEPTUAL DESIGN
IMPERIAL HIGHWAY /
BEACH BOULEVARD

Legend

- New/ Existing Curb
- - - Removed Curb
- - - Existing Striping
- - - Proposed Striping

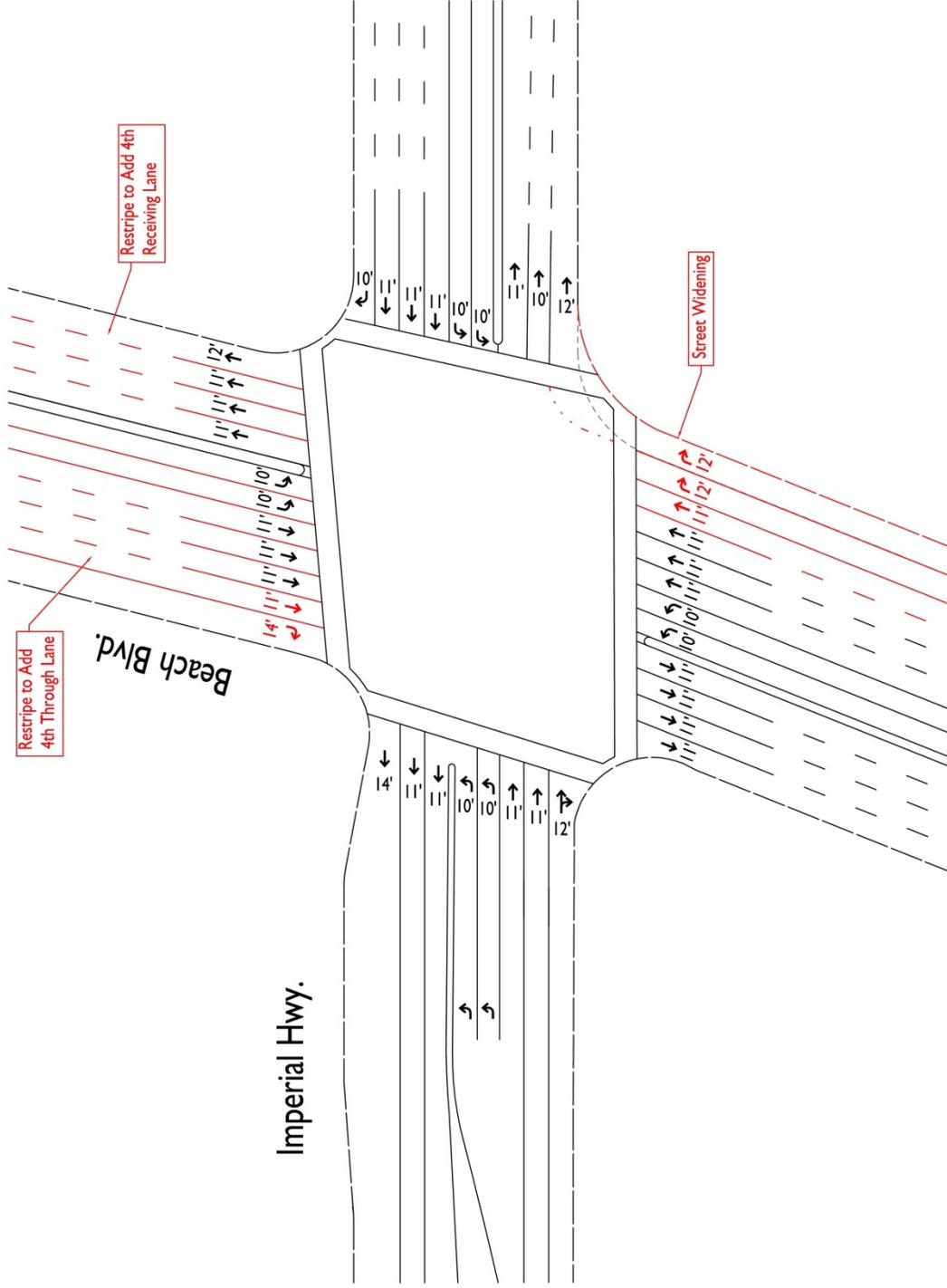


Figure 3-4

- Cypress Street at Lambert Road
- Palm Street at Lambert Road

Proposed measures to improve potentially deficient future operating conditions at these four intersections are presented below.

Idaho Street at Whittier Boulevard

- Capacity improvements at Idaho Street and Whittier Boulevard due to possible traffic volume increases are recommended to maintain acceptable operating conditions. The following improvements are recommended Construct a Third Westbound Through Lane
- Construct a Third Eastbound Through Lane

The improvements may affect the sidewalk on the west leg of the intersection and would require restriping of the east leg. The improvements are not anticipated to affect the adjacent properties.

Harbor Boulevard at Whittier Boulevard

Capacity improvements at Harbor Boulevard and Whittier Boulevard due to possible regional and local traffic volume increases are recommended to maintain acceptable operating conditions. The following improvements are recommended:

- Construct a Third Northbound Through Lane
- Construct a Third Southbound Through Lane

The improvements may affect the sidewalk on the north leg of the intersection but are not anticipated to affect the adjacent properties. On the south leg, widening would be required which would affect the sidewalk and landscaping on the southwest corner and the property on the southeast corner. It is not anticipated that any structures would be affected.

Cypress Street at Lambert Road

Possible traffic volume increases at Cypress Street and Lambert Road may result in a marginal level of service at this intersection under 2035 General Plan conditions. The following capacity improvements are recommended to maintain acceptable operating conditions:

- Construct a Westbound Right-Turn Lane

Widening of the east leg of the intersection would be required for this improvement, which would affect the property on the northeast corner, the sidewalk, and the landscaping, but is not anticipated to affect any structures or parking. The improvement would not affect the west leg of the intersection.

Palm Street at Lambert Road

Forecast traffic increases along Lambert Road may result in a marginal level of service at Palm Street and Lambert Road under 2035 General Plan conditions. The following capacity improvements are recommended to maintain acceptable operating conditions:

- Construct a Third Eastbound Through Lane
- Construct a Third Westbound Through Lane

These improvements are not anticipated to affect the adjacent properties but would require restriping of both the west leg and east leg of the intersection.

FRAMEWORK FOR MOBILITY/CIRCULATION GOALS AND POLICIES

The Mobility/Circulation Chapter’s goals and policies are written to comply with County, Regional, and State circulation plans and legislation. This includes the requirements of the Orange County Congestion Management Plan (CMP) and the Orange County Master Plan of Arterial Highways (MPAH), State Congestion Management Program (CMP), the State Transportation Improvement Program (STIP), Assembly Bill 1358 (The California Complete Streets Act), the Federal Transportation Conformity Regulation, the Federal Americans with Disabilities Act of 1990, the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP), as well as the City’s own Municipal Code.

Regional traffic problems are a major issue facing the City. These problems call for both regional and local solutions to mitigate the effects of through traffic. The correlation between the City’s local circulation system and its land use policies may therefore no longer be the primary basis for determining the structure of its future transportation network.

Finally, the existing infrastructure and land use development patterns of the City are major constraints on how its transportation system will look in the future. Many of the City’s arterial streets are already built-out to their maximum width, with limited intersection improvements possible. Some streets do not have sufficient right-of-way to add bike lanes or transit turn-outs. Funding of these improvements may also be an issue.

City Circulation System

The following goal and policies are intended to support the City’s circulation system objectives while helping reduce traffic congestion and achieve greenhouse gas reduction goals.

Goal RN 1

Circulation System. Balanced circulation system coordinated with land uses to ensure the safe, efficient, and sustainable movement of people and goods in the community.

Policies

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.

Whittier Boulevard at Euclid Street



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.

B. Non-Motor/Alternative Transportation System (AT)

Non-motorized transportation options are becoming increasingly important in meeting the mobility needs of residents, workers, and visitors in La Habra. As conventional transportation modes become more congested and with the increasing need to reduce GHG emissions and improve air quality, the potential for future growth is becoming more dependent on the development of safe and convenient non-motorized and alternative transportation options, including bikeway, pedestrian, and transit networks. These options reduce the use of single-occupant vehicles and associated traffic congestion, reduce greenhouse gas emissions and air pollution, and improve the performance of the transportation system in general.

Fundamental to the move toward non-motorized and alternative transportation options is California Assembly Bill 1358 (AB 1358), the Complete Streets Act, which requires cities and counties, when updating the circulation element of their general plan, to ensure that those plans account for the needs of all roadway users, including pedestrians, bicyclists, transit users, children, older individuals, and individuals with disabilities. The complete streets concept aims to provide more transportation choices by supporting existing communities through transit-oriented, mixed-use development and investing in healthy, safe, and walkable neighborhoods.

By implementing Complete Streets policies a community can increase the number of trips made by these alternative modes, correspondingly reducing the number of vehicle trips and associated greenhouse gas emissions. An increase in transit trips, bicycling, 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 Assembly Bill 32, The Global Warming Solutions Act (AB 32), and SB 375, which requires regional transportation agencies to develop a Sustainable Community Strategy (SCS).

Transit is an important component of the complete streets strategy, as it provides mobility for those who have little or no access to automobiles. This includes the elderly, working poor, students, disabled, minors, and others. The importance of some form of transportation for these persons is a fundamental need which must be accommodated in the planning process. The ability to move from housing areas to commercial and employment areas by transit is a necessary and vital contribution to the reduction of urban congestion and improvement in air quality.

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. The City of La Habra plans to develop a Bikeway Master Plan which will encourage the development of a safe and convenient bikeway 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 City is also committed to ensuring that adequate pedestrian circulation is provided in future growth areas. Planning for complete streets pays close attention to the needs of pedestrians in the planning for new and redeveloped areas. Pedestrian circulation planned as an overall system is important for assuring the safety of pedestrians and separating whenever possible pedestrians from automobile traffic in and around commercial areas and residential neighborhoods. The reduction of pedestrian/vehicle conflict is one of the most important goals of the complete streets concept.

Improvements to the City's transit, bikeway, and pedestrian facilities will thus help meet the needs of residents and visitors for non-motorized and alternative

transportation options by providing alternative facilities and programs which will contribute toward reaching the City's transportation goals.

Public Transit System

The following goal and policies support the City's transit system objectives while helping reduce traffic congestion and achieve greenhouse gas reduction goals. The City's transit routes are shown on Figure 3-5 (Transit Routes).

Goal AT 1

Transit Usage. Increased ridership and improved public transit service and connections.

Policies

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.



OCTA bus service along La Habra Boulevard and the La Habra Shuttle

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.



GENERAL PLAN

CITY of LA HABRA
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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

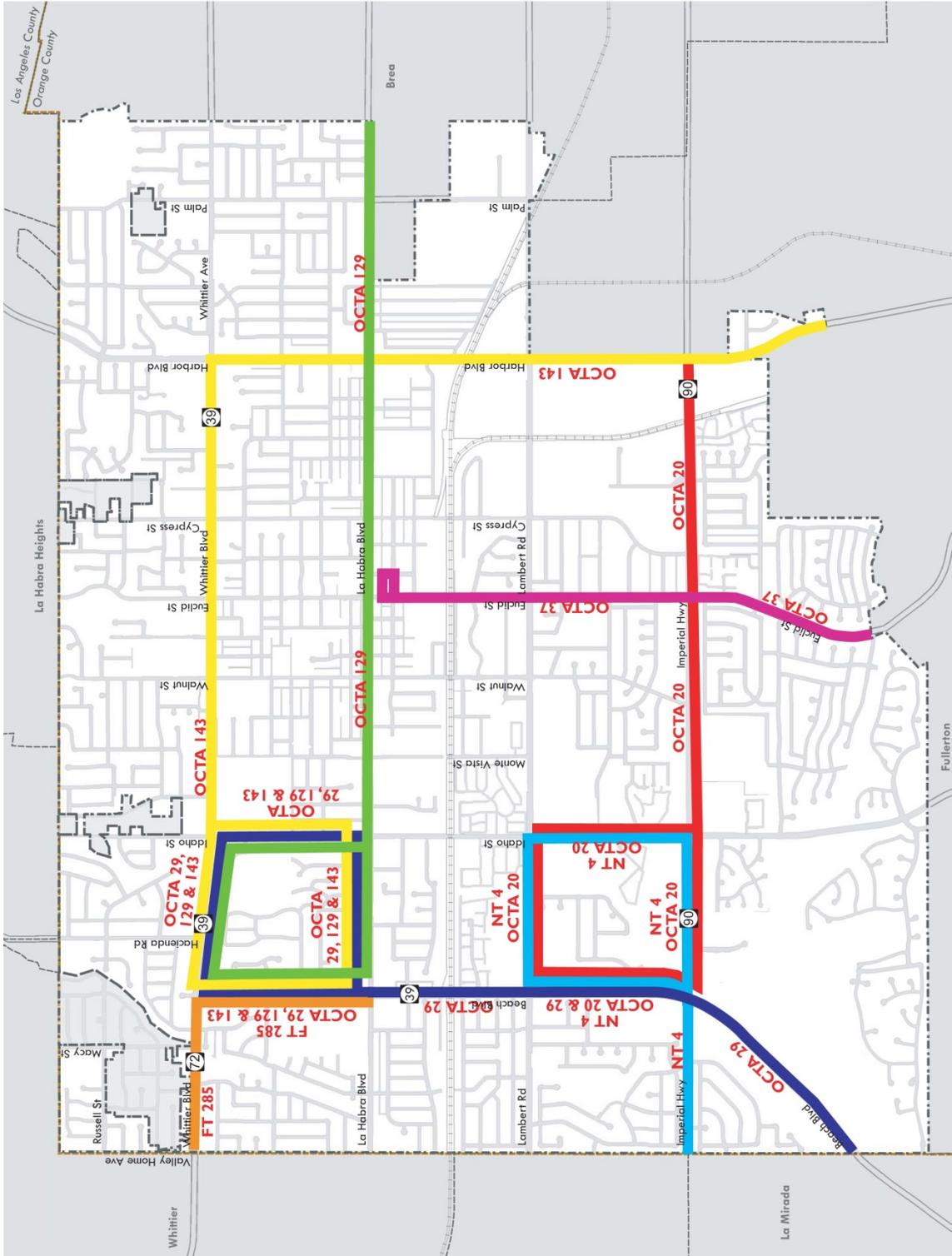


Figure 3-5

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.



Amtrak/MetroLink Station in the City of Fullerton and adjacent Transportation Center

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

The following goal and policies for improving the City’s bicycle facilities will help achieve the City’s non-motorized/alternative transportation system objectives while also providing recreational opportunities for residents and visitors. The City’s Bikeway Master Plan is shown on Figure 3-6 (Bikeway Master Plan).

Goal AT 2

Bicycle Usage. Expanded and improved bicycle facilities to provide a safe and convenient alternative to the private automobile.

Bicycling offers an alternative to automobile driving for home to work commutes as well as recreation and promotes a healthy lifestyle



Policies

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.



GENERAL PLAN CITY OF LA HABRA General Plan Update

BIKEWAY MASTER PLAN

- Legend**
- Railroad
 - La Habra City Limits
 - County Boundary
 - Existing Bikeways:**
 - Class I Bike Path (Off-Road Paved)
 - Class II Bike Lane (On-Road Striped & Signed)
 - Class III Bike Route (On-Road Signed)
 - Planned Bikeways:**
 - Class I Bike Path (Off-Road Paved)
 - Class II Bike Lane (On-Road Striped & Signed)
 - Class III Bike Route (On-Road Signed)

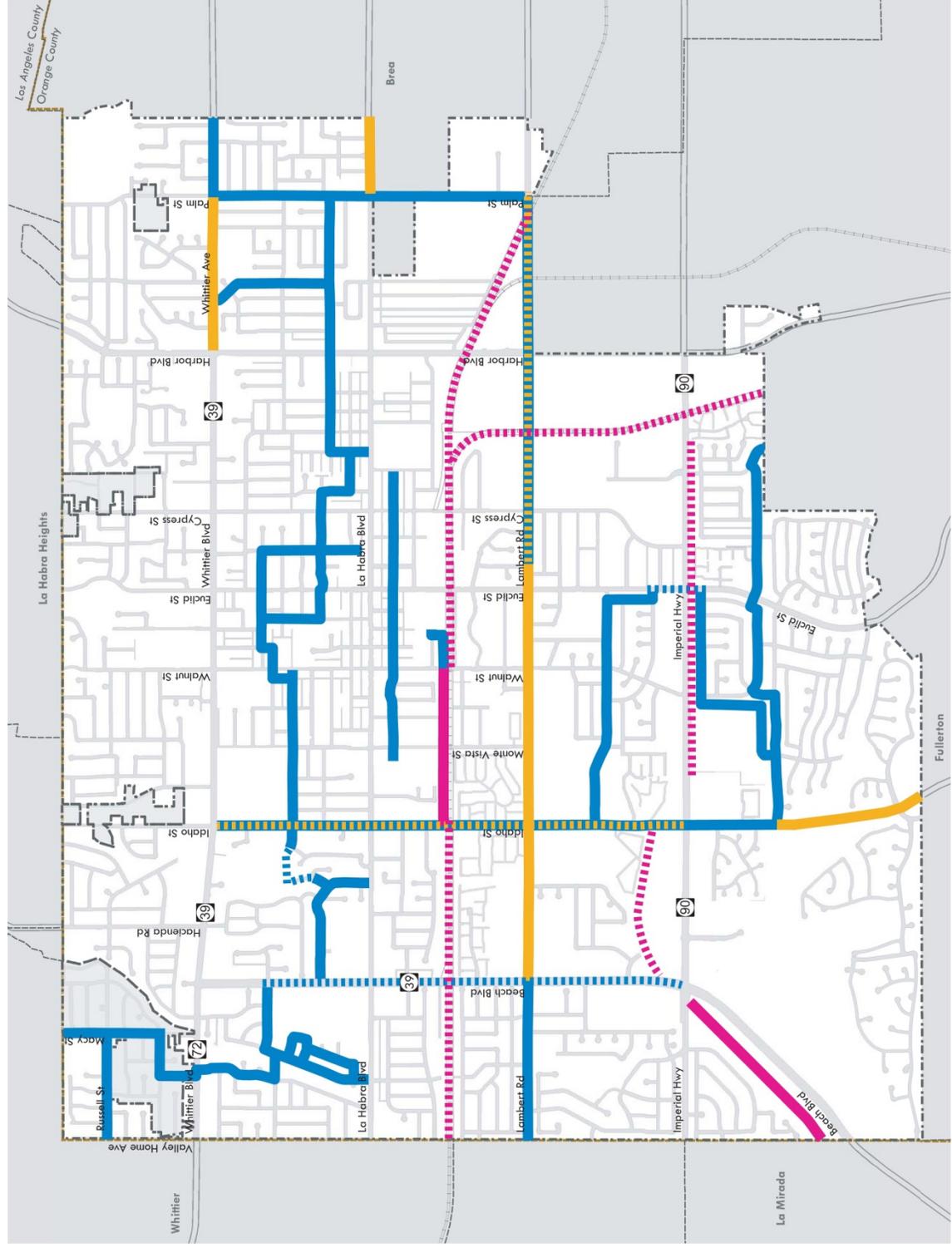


Figure 3-6

- 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

The following goal and policies are intended to improve pedestrian connectivity and enhance the walkability of neighborhoods and commercial districts.

Goal AT 3

Walking Environment. Enhanced pedestrian facilities to encourage walking as a mode of travel.

Policies

- 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.



Textured crosswalks at intersection of Harbor Boulevard and La Habra Boulevard enhance safety for pedestrians

- 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.

C. Goods Movement (G)

Goods movement is the fastest growing segment of Orange County's transportation sector, and is critical to the La Habra economy. Goods are moved primarily by truck, with some freight traffic serving larger industrial customers moved by rail. The impacts on the City's streets associated with goods movement have become increasingly more important, particularly with respect to traffic congestion and neighborhood traffic impacts. While the increasing levels of freight traffic are indicative of the City's economic growth and competitiveness, the mitigation of the noise, traffic and health effects of this traffic is also critical to maintaining the quality of life in the City.

Generally, the City's truck traffic is directed to designated truck routes, which are posted with signage to advise truckers of the proper 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 reduce impacts on noise-sensitive areas and residential neighborhoods, and are important contributors to neighborhood quality of life and reduction of street damage from heavy trucks. These regulations limit the movement of heavy trucks exceeding 5 tons, restricting them to major and primary streets in the City.

The City of La Habra's designated truck routes include the following streets, as shown on Figure 3-7:

- Whittier Boulevard west of Harbor Boulevard
- Imperial Highway
- Beach Boulevard
- Harbor Boulevard south of Whittier Boulevard

Designated Truck Routes

The following goal and policies are intended to support the City's goods movement objectives of serving the needs of its industrial and commercial users while protecting neighborhoods and reducing impacts to the City's residents, workers, and visitors. The City's truck routes are shown on Figure 3-7 (Truck Routes).

Goal G 1

Efficient Truck Movement. Designated routes for efficient truck movement that protect and reduce impacts to residential neighborhoods.

Policies

- 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.

D. Transportation Demand Management (TDM)

Transportation Demand Management, or TDM, is the management of transportation modes, resources, technologies, and activities designed to enhance the capacities and efficiencies of the City's transportation infrastructure. These measures are essentially operational modifications to the movement of people and goods, rather than the construction or enlargement of new facilities. Typical TDM tools may include such measures as staggered work hours, flex time, carpooling, vanpools, transit, bicycling, preferential parking, and alternative technologies designed to reduce traffic congestion, fuel consumption, and greenhouse gas emissions.

Successful implementation of TDM measures is critical to achieving La Habra's transportation goals of providing an efficient and reliable transportation network while reducing congestion on the City's roadways and reducing the impact of the City's transportation system on climate change. On a nationwide basis, the increase in transportation emissions now represents 48 percent of the increase in total U.S. greenhouse gas emissions since 1990. It is therefore critical to take measures to reduce the contribution of this sector to GHG emissions through innovative trip reduction, technological, and land use development strategies.

Transportation Alternatives

The following goals and policies are intended to reduce reliance on the private automobile while maintaining mobility. This can be done through encouraging alternative modes of transportation, more efficient usage of available resources, and by changes in land use and transportation policy.

Goal TDM 1

Reduced Vehicle Emissions and Congestion. Conserved energy and improved air quality as appropriate and beneficial to the public welfare of the City and adjacent communities based on a transportation and growth management plan.

Policies

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.



GENERAL PLAN

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TRUCK ROUTES

Legend

- Railroad
- La Habra City Limits
- County Boundary
- Truck Route

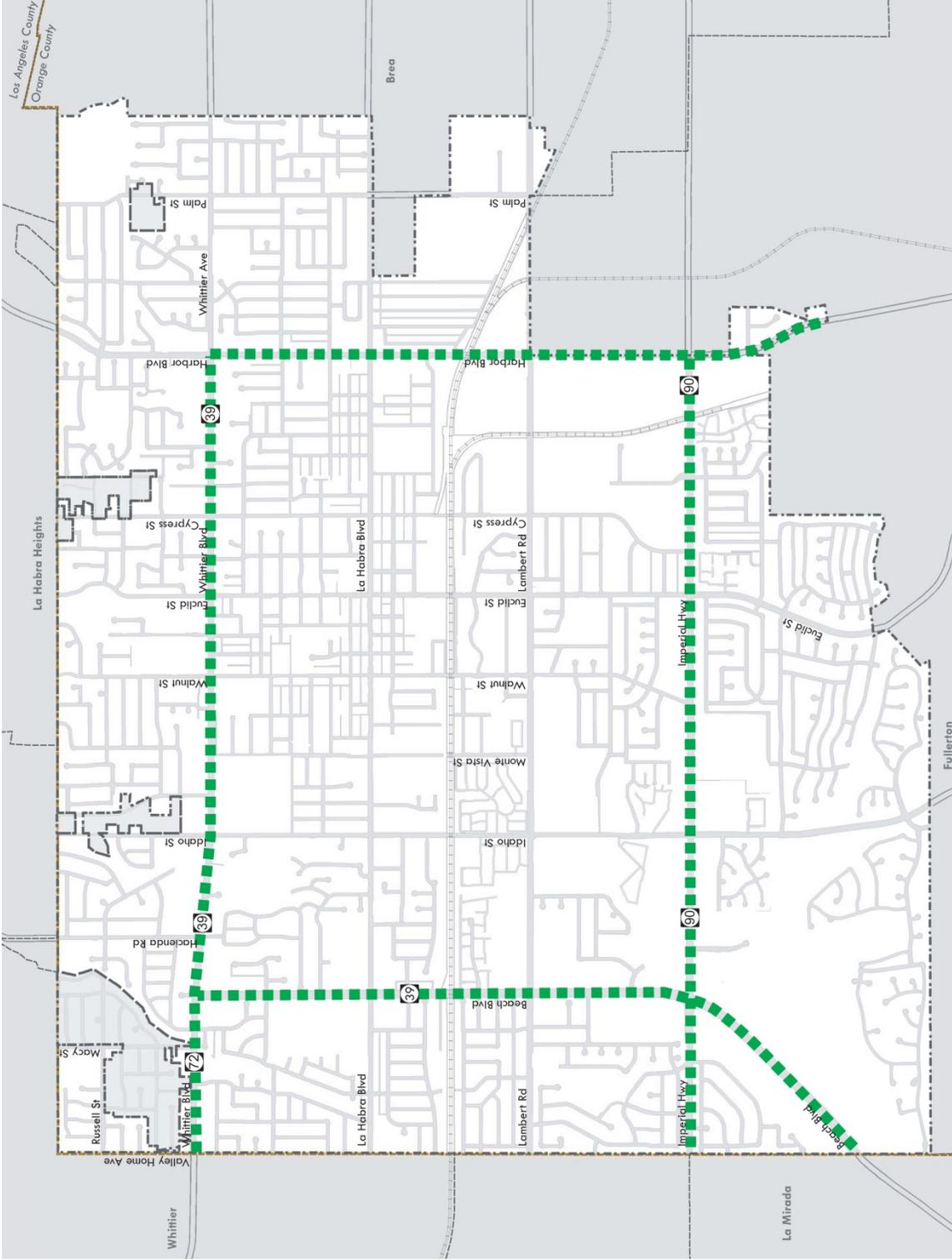


Figure 3-7

- 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.

Goal TDM 2

Alternatives to Single Occupant Vehicles. Convenient and effective alternatives to single occupant vehicles that reduce traffic congestion, conserve energy, and contribute to clean air.

Policies

- 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.

E. Neighborhood Traffic Management Program (NTMP)

The City of La Habra created a Neighborhood Traffic Management Program (NTMP) as a City-wide initiative to improve quality of life in residential neighborhoods by addressing such traffic calming issues as cut-through traffic and speeding. 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 City's NTMP program has five principal objectives:

- Improving conditions for non-motorized street users
- Improving the environment and livability of neighborhood streets
- Reducing vehicle speeds and cut-through traffic volumes
- Changing driver behavior
- Increasing pedestrian and bicyclist safety

These objectives can be accomplished through a combination of measures designed to reduce the impacts of motor vehicles on residential neighborhoods, pedestrian-oriented commercial areas, and other areas where excessive vehicle speed or volume can present safety concerns. Typical traffic calming measures may include roundabouts, diverters, median islands, bulbouts, chicanes, chokers, and speed lumps.

Neighborhood traffic management plans were developed as a result of resident input through community meetings and correspondence, and City staff coordination with planning and engineering consultants. Through implementation of these plans residential streets in the plan areas have been made more livable by reducing traffic speed and volumes.

Neighborhood Traffic Calming

The following goal and policies are consistent with the City’s established NTMP and are intended to make La Habra’s neighborhoods more livable by reducing traffic speed and volume on residential streets and creating a more pedestrian-friendly environment.



Speed lumps on Dexford Drive north of Berkley and traffic circle at the intersection of Dexford Drive and Oakland Drive

Goal NTMP 1

Livable Residential Streets. Safer and more pleasant residential streets through reduced traffic speed, volume, and accidents.

Policies

- 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.

F. Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS) are a combination of computer and communication technologies which generally make existing transportation systems such as streets and transit lines operate more efficiently and safely. In La Habra, ITS systems are comprised of traffic signals, computers, and traffic monitoring devices such as loop detectors and closed circuit video (CCTV) equipment. This equipment is controlled from the City's Traffic Management Center (TMC) through fiber-optic and copper cable, and wireless communication devices.

Intelligent Transportation Systems can provide traffic engineers and technicians, motorists, transit operators, and emergency responders with real-time information about traffic conditions through laptop computers, handheld internet devices, electronic messaging signs or other means. This information can then be used to manage, monitor and control traffic with the goal of improving traffic flow in the City.

Transportation Communications and Control

The following goal and policies are intended to make the City's transportation system more efficient through the use of advanced computer and communication technology and dissemination of real-time information.

Goal ITS 1

Enhanced System Performance. Safer and more efficient transportation system through real-time information communication and control.

Policies

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.

G. Parking (P)

Parking resources in the City of La Habra can be generally divided into three categories: on-street public parking, off-street public lots and structures, and off-street private parking (including shopping centers, apartment complexes, etc.). The City's zoning code ensures that adequate off-street parking is provided for all land uses. City lots generally have no restrictions for most spaces, while private lots may be managed through such means as tenant restrictions, time limits, pay parking, or permits. On-street parking may be unrestricted, or may have time limits to control turnover in some commercial areas.

The City's parking supply is generally adequate for the existing demand, managed in some cases by implementation of time limits or fees. However during times of peak demand the need for parking spaces may be greater than the supply, particularly on-street parking. During these times, parking management can be used to control and allocate parking resources, with the goal of optimizing performance and utilization of those facilities, while reducing demand through the implementation of various policies such as pay parking or time limits.

Parking Alternatives

The following goal and policies will help the City of La Habra achieve its parking goals through the efficient management of the existing parking supply, allocation of scarce parking resources for new and existing facilities, and reduction of overall parking demand.

Goal P 1

Parking Resource Management. Efficient parking management system that allocates scarce parking resources and reduces overall parking demand.

Policies

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.

Chapter 4 INFRASTRUCTURE

The City of La Habra recognizes that utilities are necessary for commerce and a high quality of life for the community including infrastructure that distributes water and energy; drains stormwater, treats sewage, recycles, and collects solid waste; and provides telecommunications services to residents and businesses. This chapter addresses infrastructure systems in La Habra and provides direction to maintain and enhance these key assets and services to keep pace with new development, population, and employment growth.

A. Water System (WS)

The City of La Habra 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. The City obtains its domestic water supply from groundwater and imported water sources. Roughly 43 percent of the City's potable water comes from three City groundwater wells pumped from the La Habra Groundwater Basin (La Bonita Park Well, Portola Park Well, and the Idaho Street Well). Imported water accounts for the remaining total water deliveries and comes from two sources; through interties with the California Domestic Water Company (CDWC) (47 percent), which the City owns water rights to, and the Metropolitan Water District of Southern California (MWD) via the Municipal Water District of Orange County (MWDOC) (10 percent).

As part of its water system, the City maintains 140 miles of pipelines within its service area, six booster pump stations, and fifty-six pressure-regulating stations. The pressure regulating stations divide the distribution system into twenty-one different pressure zones. In addition, the City maintains emergency interconnections with Suburban Water Systems (SWS) and the cities of Fullerton and Brea. La Habra also has rights to a portion of the emergency supply in the Orange County Reservoir.

Water Services

The following goal and policies ensure existing and future residents reliable water services by providing a steady supply of water from quality sources.

Goal WS 1

Water System. High-quality reliable potable water services, supply, and facilities that meets existing and future water demands.

Policies

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.

Clean and healthy water for La Habra’s residents



- 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

The following goal and policies support water conservation methods and techniques.

Goal WS 2

Water Conservation Practices. Water conservation methods and techniques incorporated into new rehabilitation and construction.

Policies

- 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.



Drought-tolerant and native landscaping contributes to water conservation and sequesters carbon gases improving the air quality

- 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.

B. Sewer System (SS)

The City of La Habra sewer service area is located at the northern end of the Orange County Sanitation District’s (OCS) Revenue District 3. The OCS sewer system collects wastewater through an extensive system of gravity flow sewers, pump stations, and force mains.

The City’s sewer collection system is made up of a network of gravity sewers. The gravity system consists of approximately 125 miles 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 one of two OCS trunk sewers: the Imperial Relief Interceptor in Imperial Highway, or the Miller Holder Trunk Sewer in Beach Boulevard. The sewage is then transported out of the City to the southwest. The City currently does not have the infrastructure or capacity to utilize recycled water from the sewer collection system.

Wastewater Service

The following goal and policies provide for an adequate wastewater system for existing and future businesses and residents that, to the extent feasible, does not adversely affect water quality.

Goal SS 1

Wastewater System. Adequate wastewater collection service and treatment system facilities that minimize adverse effects to water quality and meets existing and future sewer needs.

Policies

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.

Orange County Sanitation District treatment facilities, honored for their contributions to environmental sustainability



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.

C. Storm Drain System (SD)

The general pattern of drainage flow in the City of La Habra 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 through La Habra to the Los Angeles County line. The Orange County Public Works (OCPW) is responsible for the design, construction, operation, and maintenance (e.g., debris and vegetation removal) of regional flood control facilities. La Mirada Creek and Coyote Creek are the two largest

drainage channels that collect and convey surface water through La Habra, in addition to the Imperial Channel, which is also a major County flood control facility within the City. La Habra’s medium and smaller storm drains were constructed by the City or by developers through conditions of development.

Storm Drainage

The following goal and policies ensure a comprehensive drainage system exists to accommodate growth, protect public safety, and preserve water quality.

Goal SD 1

Storm Drainage System. Adequate storm drainage services and facilities that preserve water quality, meet existing and future growth needs, and protect residents and property.

Policies

- 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.

Illustrates flood control channel improvements with concrete base and siding and natural drainage swale



- 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.

D. Water Quality (WQ)

The City of La Habra overlies the small un-adjudicated La Habra Groundwater Basin and is entirely within the Coyote Creek Watershed (CCW), a tributary to the San Gabriel River. The CCW 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 primarily within Orange and Los Angeles counties and a small portion in San Bernardino County. Generally, the northern and eastern portions of the Watershed, where La Habra is located, are characterized by permeable aquifer materials and therefore accept groundwater recharge. The geologic structure of the La Habra Groundwater Basin area is bounded on the north by the Puente Hills and on the south by the Coyote Hills and consists of bearing zones or aquifer units associated with the Alluvium, La Habra, Coyote Hills, and San Pedro formations.

Water Quality Systems

The following goals and policies are meant to protect and improve water supply and watershed quality. These policies are also closely interrelated to the Water Systems (WS), Sewer System (SS), and Storm Drain System (SD) sections.

Goal WQ 1

Water Quality Systems. Protected and improved water and watershed supply and quality.

Policies

- 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.

E. Energy (E)

Electricity in La Habra is provided by Southern California Edison Company (SCE). SCE has three electrical facility substations that serve the City. The majority of its utility infrastructure is located above ground in the form of overhead power lines. The City is working to convert the overhead utility lines to underground as the best way to provide higher quality and more reliable electrical service.

Natural gas service in La Habra is provided by Southern California Gas Company (SCGC). SCGC maintains medium pressure facilities in nearly every street of the City, and 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.

Energy Service

The following goals and policies address a balance between providing adequate energy to meet the City’s current and future needs while improving energy efficiency and encouraging residents and businesses to reduce energy consumption.

Goal E 1

Energy Provision. Adequate and reliable energy services and facilities.

Policies

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.

Goal E 2

Energy Conservation. Improved energy efficient environment and reduced energy consumption.

Policies

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.

Solar energy farm in Mohave Desert and wind energy farm in the Banning Pass, Riverside County



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.

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.

Buildings certified by the U.S. Green Building Council for their energy and water efficiency (UC Davis and Burbank)



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.

F. Telecommunications (T)

The City is provided with a range of telecommunication services by national and local service providers that generally include types and specifics which are standard for most urban areas across southern California. Local telephone and cellular phone service providers are regulated in accordance with the California Public Utility Commission (CPUC). La Habra has operational cell sites in the City. 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. Internet service is diversified with several internet service provider (ISP) choices for residents and businesses.

Telecommunication technologies are changing rapidly. Some telecommunication companies have taken advantage of fiber-optic communications to deliver a variety of high rate data transfer options 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 wired and wireless broadband applications.

Telecommunication Systems

The following goal and policies encourage a wide range of innovative telecommunication systems and services to attract and retain state-of-the art businesses, provide access to all residents, and facilitate public education.

Goal T 1

Telecommunication. Quality state-of-the art telecommunication systems that enhance economic development, governmental efficiency, and equitable access for all.

Policies

- 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).

G. Solid Waste Management and Recycling (WR)

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’s Refuse and Recycling Division oversees the waste collection services and varied recycling programs offered by La Habra.

WMOC operates two transfer stations, one in the City of Irvine and the other in the City of Orange. Each day these facilities handle and sort trash, recyclables, construction and demolition materials, and green waste. 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.

The City has had significant success in implementing its many recycling programs. 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.

Solid Waste Services

The following goal and policies encourage existing and future generations to adopt an integrated solid waste management of facilities, services, and community programs that emphasize the source reduction of wastes, recycling of reusable materials, and disposal of remaining solid waste that minimize potential adverse impacts to public health and the environment and maximizes available landfill capacity.

Goal WR 1

Solid Waste. Reduction in the generation and disposal of solid waste sent to landfills.

Policies

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.

Olinda-Alpha Landfill and walk-up waste collection facility



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.

Separating trash and composting of bio-degradable materials contributes to the reduction of La Habra’s solid wastes



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

The following goals and policies encourage existing and future generations to decrease the generation of source waste and increase recycling of reusable materials efforts to divert more waste from landfills.

Goal WR 2

Source Reduction, Recycling, and Composting. Reduction in the amount of solid waste generated within the City at its source and education of the public increasing awareness of and participation in source reduction, recycling, and composting.

Policies

- 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.

Goal WR 3

Special Waste. Reduction in the amount of special wastes sent to landfills and education of the public increasing awareness of and participation in special waste reduction.

Policies

- 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.
- 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.** Mangle 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.

Goal WR 4

Construction/Demolition Debris. Diverted construction/demolition (C/D) debris that reduces landfill waste and an educated public that has increased awareness of and participation in C/D debris recycling.

Policies

- 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.

Goal WR 5

Education and Public Information. Educated public that has increased awareness of and participation in source reduction; recycling; composting; and special waste reduction, recycling, and recovery including construction/demolition (C/D) debris.

Policies

- 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.

Chapter 5 COMMUNITY SERVICES

The provision of community services contribute to livability and are necessary for the enrichment of La Habra’s residents. The social well-being of the City is nurtured and sustained by access to a full range of community services that meet basic human health, safety, and quality of life needs. La Habra strives to ensure that future development supports the City’s commitment to high quality community services including open space, parks, and recreational facilities; and other services such as libraries, community education, police protection, and fire and emergency services.

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

Open space, parks, trails, and recreational facilities and programs 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. The City of La Habra has a wide range of parks including mini parks, neighborhood parks, community parks, and a golf course that incorporate natural and paved walking trails and bicycle paths. Community recreational amenities in La Habra include facilities such as baseball and softball diamonds, basketball courts, soccer fields, football field, tennis courts, and playgrounds. La Habra also offers a variety of recreation programs, activities, and classes including special events and excursions, summer day camp, aquatic programs, youth sports leagues, and facility rentals.

Open Space Areas for Natural Resource Protection

The following goal and policies support the conservation of open space areas for protection of La Habra’s natural resources.

Goal OS 1

Natural Resource Conservation. Open spaces that protect and conserve La Habra’s natural resources.

Policies

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

The following goal and policies address the balanced development of parkland and provide for high-quality recreational facilities and maintenance.

Constitution Park (mini park) and Portola Park (neighborhood park)



Goal OS 2

Parks and Recreation Facilities. Comprehensive parks, recreation, and community facilities that enhance livability, contribute to public health, provide opportunities for meeting and socializing, and are programmed to benefit all members of the community.

Policies

- 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.



Descanso Neighborhood Park serves adjoining single and multi-family housing (on left) and skateboarding at La Bonita Community Park (on right)

- 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.

Recreation Programs

The following goal and policies support recreation programming that provides for healthy communities and residents’ active lifestyles.

Goal OS 3

Recreational and Leisure Programs. Recreational programs and services that are accessible to the diversity of La Habra’s residents and promote personal enrichment, wellness, skill development, and community relationships.

Policies

- 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

The following goal and policies support an accessible and connected trail system in La Habra.

Goal OS 4

Trail System. An accessible and connected trail system that provides recreational opportunities throughout La Habra.

Policies

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.

Vista del Valle Park walking path and Union Pacific Railroad right-of-way



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.

B. Libraries (L)

Library services in the City of La Habra are provided by the Orange County Public Libraries (OCPL), which is a network of 33 community branch libraries and one outlet. The La Habra Library branch offers the community books, magazines, periodicals, business materials, reference documents, computer services, a used book shop, and other information. The La Habra Library branch also hosts cultural events, lectures, book discussion groups, and teen programs.

Library Services, Facilities, and Program

The following goal and policies support the continuation of high quality library services and programs and the provision of adequate library facilities commensurate with future population growth.

Goal L 1

Library System. Library services, facilities, and programs that create opportunities for lifelong learning and cultural and academic enrichment.

Policies

- 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, multimedia, and other information.
- L 1.6 Educational Awareness.** Support campaigns to promote public awareness of library services, facilities, and programs.

C. Schools (S)

Three public school districts offer educational services in the City of La Habra including the La Habra City School District (LHCS) and Lowell Joint School District (LJSD), which serve students in grades Kindergarten (K)–8, and the Fullerton Joint Union High School District (FJUHS), which serve students in grades 9–12. La Habra is also home to privately operated schools, developmental centers, and day care facilities.

Educational Services and Facilities

The following goal and policies support the continuation of high quality educational services and adequate school facilities commensurate with future population growth.

Goal S 1

K-12 Education. Educational services and facilities that enable kindergarten-, elementary school-, middle school-, and high school-aged residents to excel academically.



Policies

- 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.
- 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.

Goal S 2

Higher Education. Educational services and facilities that enable post high school-aged residents to excel academically and secure quality jobs and incomes.

Policies

- 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 facilitate the transfer of students into these institutions.

D. Police Service (PS)

Police protection services in the City of La Habra are provided by the La Habra Police Department (LHPD). The LHPD is divided into two Divisions—Operations and Support Services. The Operations Division 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.

Police Protection, Personnel, and Facilities

The following goal and policies provide for effective and highly visible police protection services and adequate personnel and facilities commensurate with future population growth to serve and protect the long-term health, safety, and well-being of all areas of La Habra.

Goal PS 1

Police Services and Law Enforcement. Responsive and efficient police and law enforcement services that protect and provide for a safe and secure community.



Policies

- 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.

E. Fire Service (FS)

The City of La Habra contracts with the Los Angeles County Fire Department (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. 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. There are four stations that provide first-in jurisdictional coverage to the City of La Habra. 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 Beach Boulevard on property owned by the City of La Habra. 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.

Fire Protection and Emergency Services

The following goal and policies support the City's fire service provider in providing a high level of fire protection and emergency services commensurate with future population growth to serve and protect the long-term health, safety, and well-being of all areas of La Habra.

Goal FS 1

Fire and Emergency Services. Fire protection and emergency medical services that maintain the safety of La Habra's residents and property.



Policies

- 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.

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Chapter 6 CONSERVATION/NATURAL RESOURCES

Natural resources help shape communities and La Habra's gentle rolling terrain, hillsides, and creek corridors inspire residents and visitors alike. The City of La Habra values its natural resources and is committed to the conservation and protection of its biological resources and habitats, water, air, scenic amenities, and minerals. Preserving the quality of these resources is not only beneficial to current residents, but is crucial to the sustainability of future generations.

A. Biological Resources/Habitat (BR)

As La Habra is largely urbanized with few remaining natural open spaces, its landscapes primarily consist of nonnative ornamental species that have been planted around commercial, residential, and industrial buildings, in parking lots, along streets, and in the open space areas of the City's parks and schools. Various tree species provide suitable nesting and roosting habitat for resident and migratory bird species. Wildlife in La Habra is limited to species that are adapted to highly urbanized areas such as birds and small mammal species including raccoons, skunks, opossum, ground squirrels, and small rodents.

Few areas of the City support sensitive biological resources and are primarily mitigation areas of protected plant species within the Westridge Golf Course. Mitigation areas were formed as a requirement of the La Habra Hills Specific Plan development, which provide for the protection of Mulefat scrub, Southern willow scrub, Freshwater marsh, Coastal sage scrub, and Coastal oak woodland plant species. The protected areas within the Westridge Golf Course also support sensitive bird species including the coastal California gnatcatcher, which depend on nesting and foraging habitat provided by vegetation found within Coastal sage scrub.

Sustainable Ecosystems

The following goal and policies support the conservation, protection, and enhancement of biological resources and wildlife habitat as an essential component of a sustainable ecosystem.

Goal BR 1

Biological Resources and Habitat. Conserve, protect, and enhance varied biological resources and wildlife habitat.

Policies

- 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.

Illustrates dense tree canopy along residential neighborhood street (Mountain View) and commercial street (West Hollywood)



- 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.



Illustrates use of native and drought-tolerant landscapes in public streetscapes (Los Angeles)

- 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.

B. Water/Watershed/ Groundwater Recharge (W)

The City overlies the La Habra Groundwater Basin. The geologic structure of the basin area is dominated by the northwest trending U-shaped down-fold known as the La Habra Syncline that is bounded on the north by the Puente Hills and on

the south by the Coyote Hills. The La Habra Syncline is a naturally occurring trough where significant quantities of groundwater have accumulated over the past 150,000 years. The City of La Habra is located entirely within the Coyote Creek Watershed (CCW), which is a tributary to the San Gabriel River and comprises an area that drains approximately 165 square miles of densely populated urbanized areas as well as some areas of open space.

Because La Habra is predominantly urbanized and developed with impervious surfaces (i.e., asphalt and concrete paving), the groundwater recharge that occurs within the City is limited. Percolation occurs in the natural creek courses of Coyote and La Mirada creeks, parks, other open space areas such as school playfields, and the Westridge Golf Course. The general pattern of drainage flow in La Habra 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.

Water Resources

The following goal and policies protect watershed, surface water, and groundwater resources from the degradation of runoff and pollution.

Goal W 1

Surface Water and Groundwater. Conservation and protection of La Habra’s watershed, surface water, and groundwater resources.

Policies

- 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.



Illustrates flood control channel improvements with concrete base and siding (at Walnut Street) and natural drainage swale (at Idaho Street)

- 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.
- W1.6 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.



Illustrates bioswale in residential neighborhoods and commercial districts containing native plant species, stormwater capture treatment, and groundwater percolation

- W 1.8 Pervious Surfaces.** Encourage maximizing pervious surfaces within new or substantially renovated public, institutional, residential, commercial, and industrial development projects.

Illustrates permeable paving surfaces that enable stormwater percolation into the groundwater



- 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.

C. Air Quality and Climate (AQ)

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.

Air quality management throughout the SCAB is the responsibility of the South Coast Air Quality Management District (SCAQMD). 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. SCAB is known to have some of the highest concentrations of air pollutants in the nation and has been classified by the U.S. Environmental Protection Agency (USEPA) as a federal-level extreme nonattainment area for

ozone and a serious nonattainment area for carbon monoxide (CO) and fine particulate matter (PM₁₀). It has also been classified as a nonattainment area for these same pollutants by the California Air Resources Board (ARB).

Off-highway and highway motor vehicles are the primary source of air pollutants in La Habra. Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Other local emission sources include stationary activities such as space and water heating, landscape maintenance from leaf blowers and lawn mowers, consumer products, and mobile sources.

Air Quality and Reduction of Greenhouse Gas Emissions

The following goals and policies provide for air quality improvements and the reduction of greenhouse gas (GHG) emissions. The Community Development, Mobility/Circulation, and Infrastructure chapters also contain goals and policies that address air quality and climate change laws and issues.

Goal AQ 1

Improved Air Quality. Air quality and climate that is compatible with the health, well-being, and enjoyment of life for all residents of La Habra.

Policies

- 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.
- 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.

Goal AQ 2

Land Use Mix and Balance. A balance of residential, commercial, industrial, recreational, services, and institutional uses that achieve clean air and reduce GHG emissions, while satisfying the needs of the social and economic segments of the population and permitting reasonable planned growth.

Policies

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.

Reimagining Downtown La Habra: Existing Downtown on left; image on right illustrates characteristics of a vital, pedestrian-oriented downtown with active street frontages, mixed retail and housing, and complete streets (automobiles, transit, and bicycles)



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 (NO_x), and particulate matter (PM₁₀ and PM_{2.5}) through project design.
- AQ 2.8 Emissions Reduction.** Require development projects that exceed SCAQMD ROG and NO_x 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.

Goal AQ 3

Infrastructure. Reduced pollution and emissions from utility infrastructure.

Policies

- 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.

Goal AQ 4

Mobility. A diverse and energy-efficient transportation system incorporating all feasible modes of transportation for the reduction of pollutants and GHG emissions.

Policies

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.

Goal AQ 5

Particulate Emissions. Reduced particulate emissions from paved and unpaved roads, parking lots, and road and building construction.

Policies

AQ 5.1 Development Dust and Particulate Emission Control. Regulate development to reduce PM₁₀ 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 PM₁₀ emissions from public facility construction, demolition, debris hauling, and street cleaning to achieve compliance with federal standards.

Goal AQ 6

Public Awareness. An informed public as to the ownership and importance of strategies to improve air quality and reduce GHG emissions.

Policies

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.

D. Scenic and Mineral Resources (SM)

Scenic resources are described as natural open spaces, scenic corridors, topographic formations, and landscapes including hillsides, water bodies, and historical buildings or areas that exhibit distinctive aesthetic and visual characteristics serving as important community icons. Mineral resources include rock, fossil, or mineral deposits.

La Habra's viewsheds of the La Habra Basin, West Coyote Hills, Puente Hills, and the San Gabriel Mountains contribute to its unique scenic resources and character and are an important component to the quality of life for residents. La

Mirada Creek and portions of Coyote Creek and the Imperial Channel provide views of open space and natural riverine areas. La Habra also includes views of manmade aesthetic resources such as historic age structures that may be considered eligible for listing in significant federal, state, or local registers in the future. Such scenic resources of merit include 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.

La Habra’s mineral resource extraction and oil production is inactive. The City’s abandoned oil wells are generally associated with the West Coyote Hills located in the southern hillsides of La Habra, while the idle and dry hole oil wells are infrequent and generally scattered throughout the southern and western portion of the City. No significant mineral deposits are known to exist within La Habra, and no areas are designated as Mineral Resource Zones (MRZ).

Scenic Resources

The following goal and policies address view protection, preservation of the visual quality of the natural topography and manmade scenic resources, and reduction of the visual impacts of signage, light, and glare.

Goal SM 1

Visual Resource Protection. Preserve significant visual and scenic resources that provide quality of life amenities and act as assets for recreation and commerce.

Policies

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.

View from Idaho Street, looking north to the Puente Hills



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

The following goal and policy ensure the compatibility of mineral resource extraction activities and operations in La Habra.

Goal SM 2

Extraction Activities and Operations. Mineral resource extraction activities and operations are compatible with the character and quality of the community.

Policies

- 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.

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Chapter 7 COMMUNITY SAFETY

Community safety and protection from the risks of natural and human-induced disasters, emergencies, and hazards is vital in establishing a safe and healthful environment for residents, businesses, and visitors of La Habra. The built and natural environments contain a number of hazards that require special consideration and treatment in the planning process. State law requires the General Plan specifically identify areas in the community subject to hazards and include appropriate actions to minimize these hazards. Community safety concerns in La Habra include hazards from geologic and seismic activity, wildland and urban fires, floods, disaster preparedness and emergency response, noise, and hazardous materials and waste.

A. Natural Hazards (NH)

The identification and mitigation of relevant natural hazards in La Habra will result in better protection of the community's health and welfare. To ensure the safety of the La Habra community, proper regard of geologic and seismic, wildland and urban fires, and flooding hazards are considered to the extent feasible.

Geologic Hazards

The following goal and policies provide guidance to minimize the exposure of people and property to geologic and seismic hazards by requiring enforcement of safety standards, inclusion of best management practices in site design and construction methods, and incorporation of mitigation to reduce and/or avoid impacts.

Goal NH 1

Geologic and Seismic Hazards. Adverse effects to persons, property, and essential public facilities caused by geologic and seismic hazards are minimized.

Policies

- 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

The following goal and policies address the risks of wildland and urban fire hazards.

Goal NH 2

Wildland and Urban Fire Hazards. Persons and property protected from wildland and urban fire hazards.

Policies

- 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

The following goal and policies provide the City with guidance in reducing present and future flood hazards.

Goal NH 3

Flood Protection. A community protected from the risks of loss of life, personal injury, and property damage associated with potential flooding hazards.

Policies

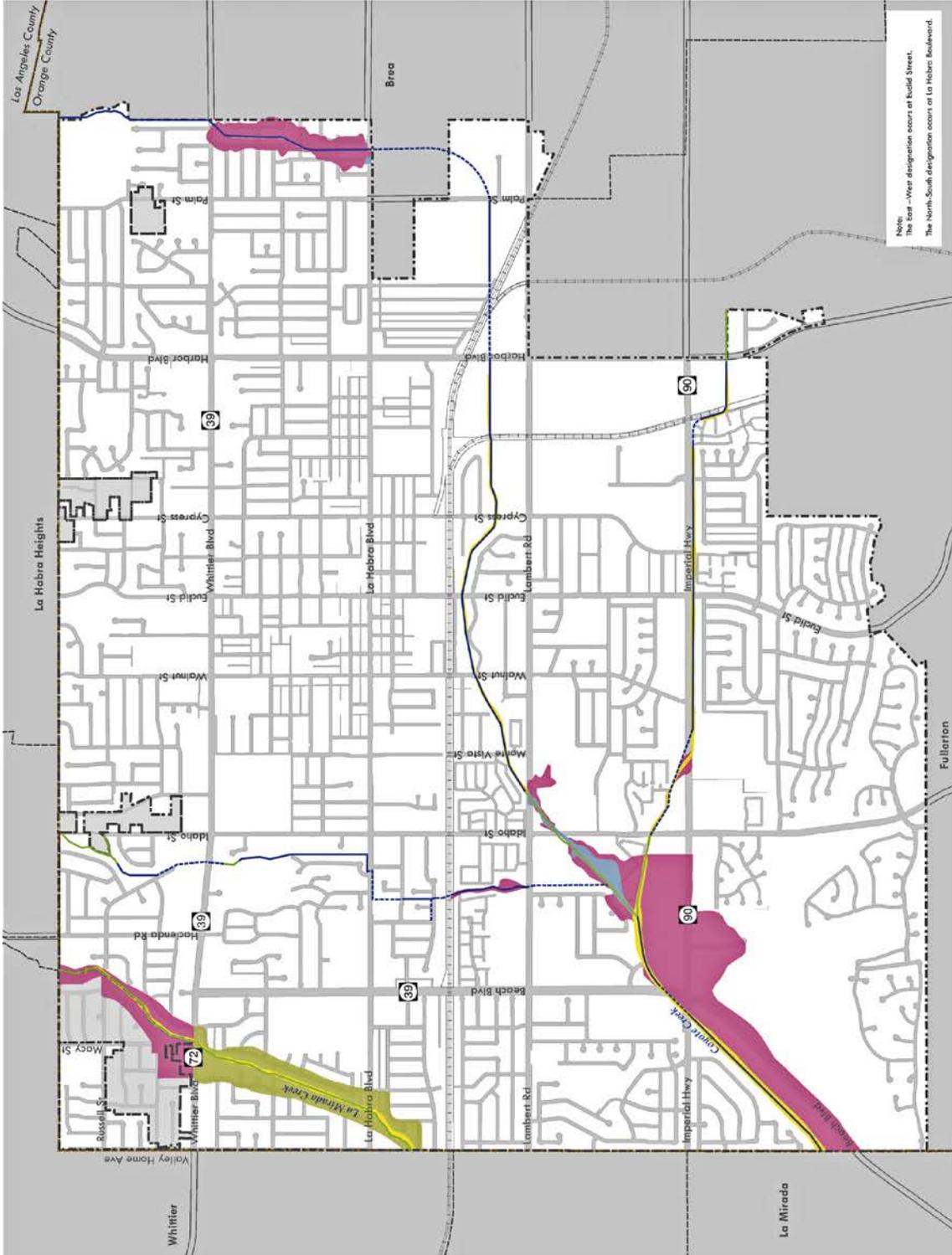
- NH 3.1 Protection of People and Property.** Adopt, maintain, and implement applicable federal, state, and local laws, standards, and guidelines to protect people and property from the risks of flooding.
- NH 3.2 National Flood Insurance Program.** Continue to participate in the National Flood Insurance 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.



**CITY OF LA HABRA
General Plan Update**

**LA HABRA
Flood Zones 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
 - Zone AO - Flood insurance rate zone that corresponds to the area of 1-percent annual chance flooding having maximum depths one between 1 and 3 feet.
 - Zone O - 0.2 percent annual chance flood event (500 year flood)



Source: City of La Habra, January 2011



Figure 7-1

- 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.

B. Emergency Preparedness (EP)

Emergency preparedness is essential in establishing a sense of well-being in the community. The City's emergency service provider is responsible for monitoring and coordination of all tactical, medical, and rescue operations including response to situations such as collapsed structures, earthquakes, hazardous materials, multi-casualties, terrorism, and wildland fires. The City of La Habra supports an appropriate and effective response to emergencies and disasters, which includes implementation of the City's Emergency Response Plan (ERP) and Hazard Mitigation Plan (HMP). The ERP determines the actions to be taken by the City to prevent disasters, where possible; reduces the vulnerability of residents to any disasters that cannot be prevented; establishes capabilities for protecting citizens from the effects of disasters; responds effectively to the actual occurrence of disasters; and provides for recovery in the aftermath of an emergency involving extensive damage to the community. The La Habra Hazard Mitigation Plan (HMP) is a FEMA-approved strategic planning tool that provides mitigation strategies for the reduction or prevention of injury to people and damage to property from hazards. Hazard mitigation is effective and decreases the demand for emergency response resources, reduces the principal causes of injuries and deaths, enables a quicker lifesaving response and economic recovery, and reduces societal impacts. The City's participation in automatic and mutual aid agreements ensures adequate resources, facilities, and other support services necessary during and after disasters and emergencies.

Disaster and Emergency Preparedness and Response

The following goal and policies provide for preparedness, response, and recovery from a natural or human-induced disaster or emergency to avoid or minimize the loss of life and property.

Goal EP 1

Preparedness and Response. A prepared and responsive community before, during, and after natural and human-induced disasters and emergencies.

Policies

- 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.

C. Noise (N)

The urban environment contains a variety of land uses—residential, commercial, institutional, industrial, and recreational—that can be sources of noise and affect the way people live and work. In general, the greatest source of noise throughout La Habra is vehicle roadway noise generated along the City’s arterial roadways such as Beach Boulevard, Imperial Highway, Whittier Boulevard, and Harbor Boulevard in addition to roadways within residential areas. Other sources of noise in La Habra include freight trains passing through the City on the rail line and various stationary sources such as commercial heating, ventilation, and air conditioning (HVAC) units and park facilities with active sports fields.

Noise Reduction

The following goals and policies are designed to maintain compatible land uses with acceptable environmental noise levels to protect La Habra’s residents and workforce from excessive noise.

Goal N 1

Noise Environment. Ambient noise levels that are compatible with La Habra’s small town character and are not disruptive to the residents’ quality of life.

Policies

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.

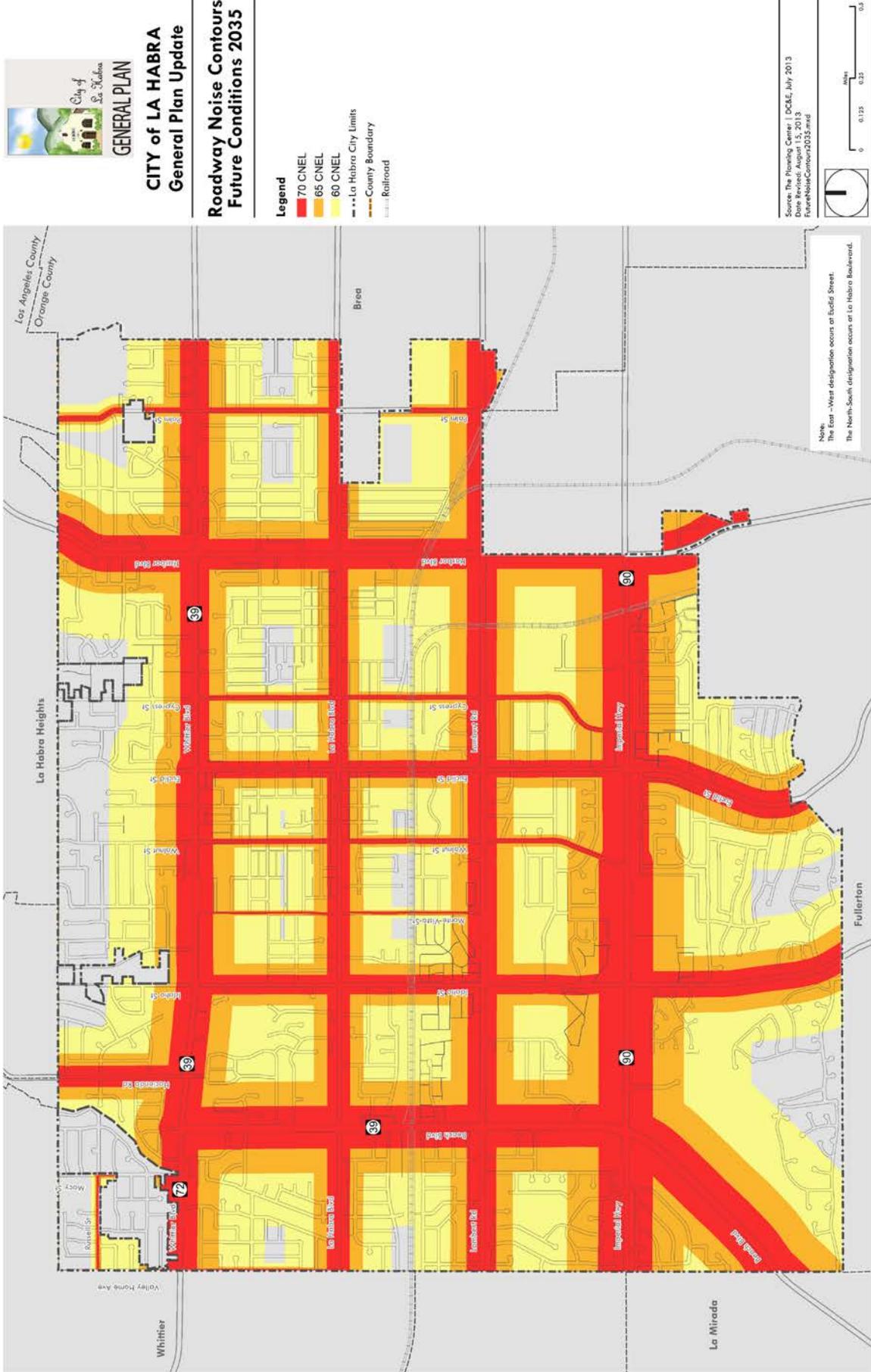


Table 7-1 Land Use Compatibility with Community Noise Environments

Land Use Categories and Uses		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.

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).

Table 7-2 Residential Exterior and Interior Noise Standards		
	Exterior Noise Levels	Interior Noise Levels
7:00 am to 10:00 pm	55 dBA	55 dBA
10:00 pm to 7:00 am	50 dBA	45 dBA

SOURCE: City of La Habra, La Habra Municipal Code, Noise Ordinance Section 9.32.050 and Section 9.32.060.

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.

Goal N 2

Mobile Noise Sources. Minimized noise impacts of motor vehicle traffic on sensitive receptors.

Policies

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.

Goal N 3

Stationary Noise Sources. Minimized noise impacts of non-transportation-related sources on sensitive receptors.

Policies

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.

D. Hazardous Waste (HW)

Hazardous waste or materials are generally considered any substance that due to the 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 homes. Automotive and transportation-related businesses, dry cleaners, and industrial facilities are the primary sources of hazardous waste or materials in La Habra, in addition to the household hazardous waste (e.g., paint, oil, batteries, oil filters, household chemicals, and household cleaners) that is generated from residential households, which can be harmful if not handled and disposed of properly.

Hazardous Materials, Conditions, and Household Hazardous Waste

The following goals and policies provide for the protection of the community from potential hazardous materials, conditions, and disposal of household hazardous waste.

Goal HW 1

Hazardous Materials. A safe and healthy living and working environment protected from the production, use, storage, disposal, and transport of hazardous materials.

Policies

- 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).
- 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 through 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.

Goal HW 2

Hazardous Conditions. Energy related infrastructure located and designed to protect the health and safety of La Habra’s residents and businesses.

Policies

- 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.

Goal HW 3

Household Hazardous Waste. Proper collection, handling, recycling, reuse, treatment, and long-term disposal of household hazardous waste generated in La Habra.

Policies

- 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 hazardous 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 manufacturers 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.

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Chapter 8 IMPLEMENTATION MANUAL

A. Introduction

This Implementation Manual is a set of measures to achieve the goals and policies set forth in the La Habra General Plan 2035. There is, in fact, an array of programs, actions, strategies, and processes that will be undertaken to implement the General Plan in the performance of day-to-day City operations. If La Habra's General Plan is to serve its purpose effectively, it must be reviewed, maintained, and implemented in a systematic and consistent manner. At a minimum, the programs and timeframes described in this chapter should be reviewed and updated at least once every five (5) years to reflect prevailing fiscal resources, community needs, and priorities. Revisions to these ***shall not constitute an amendment of the General Plan*** provided that they are consistent with and carry out its goals and policies. As such, they will not necessitate environmental review to conform to California Environmental Quality Act (CEQA) requirements.

This chapter begins with a summary of the most important programs for implementing the General Plan 2035 to satisfy statutory requirements for content and consistency. It should be noted that the timeline for the initiation or completion of a program is only an estimate and is ***dependent on the availability of funding resources***.

Within these timeframes, the implementing programs/"tools" are organized according to eleven categories:

- A. General Plan Maintenance and Monitoring
- B. Implementing Policy Documents and Regulatory Codes
- C. Development Review and Entitlement
- D. Master Plans and Public Improvements
- E. Financing and Budgeting
- F. Planning Studies and Reports
- G. City Services and Operations
- H. Intergovernmental Coordination
- I. Joint Partnerships with the Private Sector
- J. Special Districts
- K. Public Information

The table on the following page summarizes the Implementation Programs, identifies their projected time frames, and references the page numbers in which they are fully described.

Table 8-1 Implementation Programs Summary

		Near Term	Annual	Continuing	Periodic Updates	Mid- to Long-Term
A. GP Maintenance and Monitoring						
A1	General Plan Monitoring System	8-5				
A2	Annual General Plan Report		8-12			
A3	Annual Climate Change Report		8-12			
A4	General Plan Updates				8-36	
A5	Housing Element Updates				8-36	
B. Policy & Regulatory Documents						
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B3	Subdivision Ordinance	8-7				
B4	Building and Construction Code	8-7			8-38	
B5	Climate Action Plan	8-8				
B6	Hazardous Materials Ordinances			8-16		
B7	Design Guidelines					8-46
B8	Transportation Demand Management	8-8				
B9	Economic Development Strategy	8-9				
B10	Development Agreements				8-38	
B11	Inclusionary Housing Ordinance	8-10				
C. Development Review and Entitlement						
C1	Development Review and Entitlement			8-16		
C2	Code Compliance			8-18		
C3	Consultation			8-18		
C4	Compliance with CEQA			8-18		
C5	Affordable Housing Code Compliance			8-19		
C6	Affordable Housing Entitlement Processing			8-20		
D. Master Plan and Public Improvements						
D1	Capital Improvements Programs		8-13	8-20		
D2	Integrated Transportation Plans				8-38	
D3	Public Streets Improvements					8-47
D4	Transportation Services and Management	8-10				
D5	Neighborhood Traffic Management Plans				8-39	
D6	Neighborhood Parking Management				8-39	
D7	Bicycle Master Plan Improvements			8-21	8-40	
D8	Safe Routes to School				8-40	8-47
D9	Truck Route Designations				8-40	
D10	Infrastructure Master Plans				8-40	
D11	Community Service Master Plans				8-41	
D12	Parks and Recreation					8-48
D13	Union Pacific Railroad Corridor					8-48
D14	Library Facilities				8-41	
D15	Municipal Facilities			8-21	8-42	
D16	Neighborhood Identity					8-49
D17	Community Signage					8-49
D18	Emergency Response Plan			8-21	8-42	
D19	Hazardous Materials Response Plan			8-21	8-42	
D20	Urban Forest Management Plan					8-49

Table 8-1 Implementation Programs Summary

		Near Term	Annual	Continuing	Periodic Updates	Mid- to Long-Term
E. Finance and Budgeting						
E1	Fiscal Budgeting		8-13	8-22		
E2	Development Fees and Exactions			8-23	8-43	
E3	External Financial Resources			8-23		
E4	Housing Affordability Improvements Funding		8-13			
E5	Property Improvement Loans and Grants				8-43	
F. Planning Studies and Reports						
F1	Economic and Fiscal				8-43	
F2	Transportation and Mobility Studies				8-43	
F3	Alternative Irrigation Source Study					8-50
F4	Waste Management Studies					8-50
F5	Neighborhood Parks Study					8-50
F6	Open Space Acquisition Study					8-51
F7	Historic Resource Surveys				8-44	
G. Community Services and Operations						
G1	Municipal Procedures and Operations	8-10				
G2	Economic Development Program			8-23		
G3	Parks and Recreation Facilities and Programs			8-24	8-44	
G4	Programs: Youth, Teens, Young Adults, Seniors, and Families			8-24		
G5	Community Events and Celebrations			8-25		
G6	Transportation Services and Management			8-25		
G7	Transportation Demand Management			8-25		
G8	Parking Management			8-25		
G9	Public Safety Programs			8-25		
G10	Waste Management and Recycling Programs			8-26	8-44	
G11	Library Services			8-26		
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H. Intergovernmental Coordination						
H1	School Districts			8-27	8-44	
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H5	State Agencies			8-29		
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H7	Multi Agencies			8-31		
H8	Public and Quasi-Public Utilities				8-45	
H9	Public Safety Organizations			8-31		
H10	Community Service Providers			8-31		
I. Public-Private Partnerships						
I1	Chamber of Commerce			8-31		
I2	Solid Waste Provider			8-32		
I3	Union Pacific Railroad			8-32		
I4	Historic Resources			8-32		8-51
I5	Non-Profit and Community Housing Organizations		8-15	8-32		

Table 8-1 Implementation Programs Summary

		Near Term	Annual	Continuing	Periodic Updates	Mid-to Long-Term
K. Public Information						
K1	Property Maintenance			8-33		
K2	Commercial Property Design and Improvements			8-33		
K3	Economic Development Outreach Media			8-33		
K4	Environment, Air Quality, and Climate Change			8-33		
K5	Healthy Communities			8-34		
K6	Community Safety			8-34		
K7	Waste and Hazardous Waste Recycling			8-34		
K8	History and Culture			8-35		
K9	Housing Density Bonus Ordinance			8-35		

Each policy presented in the preceding chapters will be implemented by one or more actions described below. For each, the following components are described to ensure accountability as well as timelines for performance:

- Description of the action or program to be undertaken.
- Responsible City department or external agency responsible for administration of the program.
- References to the policies that the program implements.

The Implementation Manual does not recite all of the City’s numerous programs that are implemented throughout its fiscal year and on a daily basis. It is limited to those that directly carrying out the General Plan 2035’s goals and policies.

B. Near Term Implementation

This section describes programs that have a high priority for implementation to ensure compliance with legislation for General Plan consistency and should be implemented within five (5) years of General Plan 2035 adoption.

A. General Plan Maintenance and Monitoring	
A1	General Plan Monitoring System
<p>Establish a comprehensive development tracking system building on existing tools and procedures that incorporates reporting metrics to ensure consistency with the 2035 General Plan’s goals and policies. Tracking new development as it is approved will enable the City and utility and service providers to anticipate the impacts of growth, plan for improvements and mitigation to address these, and assess conformance with economic, environmental and social performance targets. It will also provide information to the public and developers regarding the remaining development potential allowed by the General Plan. Among the metrics that should be incorporated into a comprehensive development tracking system are:</p> <ol style="list-style-type: none"> 1. The number of entitled residential units and non-residential building square feet and, when permits are issued, adjustment of the remaining development capacity based on the limits specified by Policy LU 1.2. This should include a procedure to restore un-built capacity should the permitted project not be constructed. 2. Development impacts on critical issues such as traffic, air quality, community services, and infrastructure and assessment of these for consistency with the findings of the 2035 General Plan Environmental Impact Report (EIR). 3. Greenhouse gas (GHG) emission reduction (refer to B. Annual Implementation, A3, Annual Climate Change Report below) 4. Number and pricing of constructed affordable housing units. 5. Balance of jobs and housing. 6. Number and types of created jobs and salaries. 7. Adequacy of community infrastructure and services (parks, police, fire, and other) to meet needs of La Habra’s residents. 8. Other metrics defined by the Plan’s policies and of importance to the City. <p>The City should establish a procedure for adjusting the General Plan’s development capacity on achieving 85 percent of the stipulated development capacity, based on data provided by the tracking system. At this stage, this may involve (a) conducting a study to determine if additional capacity could be accommodated without exceeding the thresholds and findings of significance described in the 2035 General Plan EIR and, if so, adjusting the capacities accordingly; and/or (b) initiating an update of the General Plan reassessing appropriate development capacity. These could be undertaken for an individual project, with the applicant assuming the costs, or as a GPA amendment funded by the City.</p>	
Policy(ies) Implemented	LU 1.2, 1.3, 2.4, and 16.3; and OS 2.3
Responsible Departments	All Departments

B. Implementing Policy Documents and Regulatory Codes

B1	Zoning Ordinance
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On adoption, the City of La Habra shall thoroughly review and amend the Zoning Code's (Municipal Code, Title 18) standards and regulations for consistency with the General Plan's Land Use Plan Diagram and the goals and policies presented in all "chapters" and "sections" (or elements). In accordance with state statutes, the Zoning Code shall be amended "within a reasonable time" of the adoption of the updated General Plan. While a specific time frame is not specified, it is common practice for communities to revise their zoning within a 12- to 18-month time period. In summary, map and text amendments may be necessary to accomplish the following:

1. Review and revise land use classifications to reflect the General Plan's policies for permitted uses, densities/intensities, development standards, and design guidelines. These need to reflect the new land use categories, including those providing for mixed-use and higher density development.
2. To facilitate the development of multifamily housing and address the un-accommodated need of 77 units for lower income households, the City will rezone each Site 4 parcel (see the City's 2014-2021 Housing Element, Table 28, Vacant Developable Land) to meet the statutory requirements of State law and permit at least 30 residential dwelling units per acre. The sites rezoned must have site capacity of 16 units; permit multifamily residential uses by-right, without a conditional use permit, planned unit development permit, or other discretionary action; and at least 50 percent of the un-accommodated need must be on sites zoned for exclusively residential uses. If the City is unable to rezone sufficient Site 4 parcels to meet the statutory requirements, the City will identify and rezone another suitable site(s) within zone(s) of appropriate densities to address the un-accommodated need of 77 units; that has available water and sewer service; and that is available for development within the planning period.
3. Among the development standards that should be reviewed and may need revisions are those addressing¹:
 - Transitions and buffers between areas of differing use and/or density
 - Compatibility of mixed use development projects
 - On-site recreational facilities and other amenities for multi-family residential, mixed-use, and larger scale development projects
 - Creation of pedestrian districts, regulating use and design
 - Parking requirements including possible adjustments for mixed-use development projects and those providing preferential parking and/or free parking for carpools, vanpools, and alternative fuel vehicles
 - In-lieu fees to offset on-site parking requirements for the construction of shared parking facilities
 - Incorporation of on-site and shared bicycle facilities
 - Application of sustainable design standards for land development and operation
 - Best and contemporary practices for environmental protection addressing such issues as wildlife habitat, water quality, scenic vistas, night sky and illumination, and mineral resource extraction and remediation
 - Parkland requirements for 2.5 acres per 1,000 residents in active and recreational use

¹ This is a generalized and incomplete list and it will be necessary to review all 2035 General Plan policies to determine the need to revise Municipal Code sections

B. Implementing Policy Documents and Regulatory Codes

■ Crime Prevention through Environmental Design (CPTED) principles

Policy(ies) Implemented	LU 2.1 - 2.5, 2.8, 3.2, 3.5, 3.7, 4.1 - 4.3, 4.6 - 4.9, 5.5, 6.3, 7.2, 7.4, 7.7, 7.8, 8.2, 9.2 - 9.4, 10.1 - 10.3, 11.8, 11.9, 11.11, 13.4, 13.5, 15.2, and 16.9; H 2.5; ED 5.2 - 5.8; CR 1.2; CI 3.3; E 2.7 - 2.10; T 1.7 and 1.8; WS 1.7, 2.4, and 2.5; AQ 2.5; N 1.1; AT 1.13, 1.15, 2.5, and 3.2; TDM 1.5, 2.5, and 2.6; NTMP 1.9; P 1.1, 1.3, 1.4, and 1.7 - 1.10.; OS 2.1 and 2.17; and SM 1.1, 1.2, 1.4, 1.7, and 2.1; OS 2.1
Responsible Departments	Community Development Department
B2	Specific Plans

The City shall amend the La Habra Boulevard Specific Plan for consistency with the 2035 General Plan land use plan map diagram and corresponding land use classifications including uses permitted and densities. These allow for the development of housing, increased densities, and provide incentives for the consolidation of parcels. Additionally, the policies provide specific guidance for site and building design and the provision of streetscape amenities to enhance pedestrian activity.

Policy(ies) Implemented	LU 1.1 and 3.3
Responsible Departments	Community Development Department
B3	Subdivision Ordinance

The City of La Habra Subdivision Ordinance, Title 17 of the Municipal Code, regulates and controls the division of land within the City in accordance with the *Subdivision Map Act* and Government Code §66411. The Subdivision Ordinance regulates the design and improvement of subdivisions, requires dedications of public improvements, and requires conformity with The City’s General Plan. On adoption of the 2035 General Plan, the Subdivision Ordinance shall be reviewed and amended where necessary to ensure consistency with its goals and policies. This may encompass revisions for consistency with the Plan’s policies pertaining to the intermixing of uses; land use compatibility and transitions; site planning and design; sustainable landscapes; conservation and protection of wildlife ecosystems, riverine corridors, and sensitive habitat areas; low-impact development improvements (water); alternative energy systems; undergrounding of utilities; design of public sidewalks and streetscapes; residential safety; and emerging technologies.

Policy(ies) Implemented	LU 4.1, 7.5, 7.8, 8.1, and 9.4; SD 1.9; WQ 1.3, 1.5, and 1.6; E 1.3; WS 2.1 and 2.2; SS 1.5 and 1.7; BR 1.1; WQ 1.1, 1.3, and 1.5; E 1.3 and 2.9; and AQ 3.3
Responsible Departments	Community Development Department Public Works Department
B4	Building and Construction Code

Building construction in the City is regulated by Title 15 of the Municipal Code, “Building and Construction.” It establishes standards for building design and construction including plumbing, electrical, energy, waste management, security, and property maintenance. The *2010 California Green Building Code* has been incorporated to promote the use of sustainable building practices. In addition, the Code establishes development impact fees. On adoption of the 2035 General Plan, the Code shall be reviewed and amended where necessary to ensure consistency with its goals and policies. Among the issues identified by policy are standards for

B. Implementing Policy Documents and Regulatory Codes

“green” construction techniques that may exceed state standards, mitigation of noise and other impacts for mixed-use buildings that integrate housing with retail or office uses, development of on-site alternative energy systems, and incentives for the adaptive reuse of existing structures in lieu of demolition.

Policy(ies) Implemented	LU 16.8; CR 1.12; E 2.2 - 2.4; WR 4.2; E 2.7 - 2.10; and N 1.6
Responsible Departments	Community Development Department Public Works Department
B5	Climate Action Plan

Adopt and implement the goals, policies, and implementation programs contained in the *La Habra Climate Action Plan (CAP)*.² The CAP is designed to address climate change and reduce La Habra’s greenhouse gas (GHG) emissions at the local level, in compliance with Assembly Bill 32, the *California Global Warming Solutions Act of 2006*. A target for emission reduction is defined and policies and programs for attainment through municipal and private development actions are specified. Largely, these focus on land use and mobility actions that reduce automobile trip generation and energy and water consumption. These complement and provide greater specificity to policies embedded throughout the La Habra 2035 General Plan, as summarized in Appendix B, *General Plan 2035: Addressing Climate Change*.

The CAP, once adopted following certification of the 2035 General Plan, 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 projects compliance with the specified requirements in the plan for the reduction of greenhouse gas emissions, an EIR must be prepared for the project.

Policy(ies) Implemented	AQ 1.2; TDM 1.1 and 1.3
Responsible Departments	Community Development Department Public Works Department
B8	Transportation Demand Management Plan

The City shall develop and implement a Transportation Demand Management (TDM) Program that applies strategies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time. Categories of TDM strategies addressed by the 2035 General Plan include: complete streets, alternate modes of transportation, expanded transit opportunities, active transportation facilities including bike lanes and multi-use trails, compact mixed-use development , pedestrian-oriented design and streetscape improvements, reduced parking requirements, traveler information systems, incentives for van pools and carpools, free or discount transit passes, and flex-time work schedules. The strategies should be developed through a planning process engaging local and regional transportation agencies, including the Orange County Transportation Authority (OCTA), the South Coast Air Quality Management District, and business leaders. It should be consistent with the Orange County Sustainable Communities Strategy (SCS).

² The Climate Action Plan is a separate policy and regulatory document adopted by the City Council.

B. Implementing Policy Documents and Regulatory Codes

Policy(ies) Implemented	TDM 1.5, 1.6, 2.3, and 2.7
Responsible Departments	Community Development Department Public Works Department

B9	Economic Development Strategy
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The City shall develop and implement an Economic Development Strategy whose objective is to attract and retain quality businesses to the City of La Habra that offer job opportunities for local residents, contribute revenue to support City services, and creates an environment of robust innovation and economic vitality. Components should be based on models successfully implemented by other Orange County and California jurisdictions and may include:

- An aggressive marketing and outreach campaign;
- Scheduled events and programs promoting and celebrating the La Habra community through a diverse mix of City promotional channels including program schedules, water billing notices, cablevision, and other media channels;
- Incentives for business development such as expedited entitlement, fee waivers, parking reductions, land acquisition, and other techniques;
- Collaboration with local community colleges, vocational schools, job placement agencies, and job fairs offering scheduled job training and placement programs;
- Promotion of language and basic job skills development programs offered in the local area by promoting these activities through the City Community Services Department and other communications directed to City residents;
- Formulate job information program focused on job announcement and application opportunities based on collaboration with area job placement agencies/job fairs; and
- Development of collateral materials that provide information and “sell La Habra” (location, climate, character, culture, history, demographics, community services, and so on) and provide information about development opportunities for new businesses, including incubator start-ups. These may be formatted as publications, videos, PowerPoint presentations, scripted seminar presentations, and posted on the City’s website.

Economic development strategies should be defined at two levels: for general categories of use (e.g., technology-based enterprises, incubators and “start-up” companies) and specific locations (e.g., Downtown Core or mixed-use centers). Consistent with 2035 General Plan policies, priorities should be placed on the marketing of opportunities for the Downtown Core, new development of the City’s industrial lands, and redevelopment of underutilized properties along the City’s commercial corridors.

Once adopted, the results of the Economic Development Strategy should be reported to the City Council annually. It should be reviewed every five years for its effectiveness and amended, as necessary, to reflect prevailing economic conditions and markets and enhance its utility based on funding availability.

Policy(ies) Implemented	LU 2.2, 2.3, 3.3, 5.5, and 11.6; and ED 2.1, 3.1, 3.3, 4.2, and 7.1 - 7.7
Responsible Departments	Community Development Department Community Services Department

B. Implementing Policy Documents and Regulatory Codes

B11	Inclusionary Housing Ordinance
<p>The City will consider adopting an inclusionary housing ordinance. The City will collect information and conduct research through case study examples and other experiences from similar cities to develop baseline best practice provisions that would require new residential and/or mixed use developments provide affordable housing units. Analysis should include documentation of the intent and purpose, findings demonstrating the need, key terms and definitions, specific procedures and standards (e.g., percentage of units, affordability levels, duration of affordability requirements), eligibility for exceptions or alternative(s) to the production of the affordable units (e.g., payment of an in-lieu affordable unit fee), and a system for enforcing and monitoring compliance. This information will be provided to City decision makers to determine the feasibility of developing an inclusionary housing ordinance.</p>	
Policy(ies) Implemented	H 1.7
Responsible Departments	Community Development Department

D. Master Plans and Public Improvements

D4	Transportation Services and Management
<p>Maintain and improve the Traffic Operations Center and a citywide interconnected network to convert key intersections and roadways into a coordinated traffic management system. Perform signal timing coordination on all major arterials with advance control technology for reducing travel times, vehicle delay and overall congestion. Traffic Signal Optimization. Re-optimize traffic signal timing periodically as needed to reduce travel time and delay, and improve traffic flow and air quality based on funding availability.</p>	
Policy(ies) Implemented	ITS 1.1 - 1.5; and AT 1.2, 1.5, and 1.6
Responsible Departments	Community Development Department

G. Community Services and Operations

G1	Municipal Procedures and Operations
<p>La Habra’s municipal procedures and operations will be reviewed and revised, as necessary, for consistency with the 2035 General Plan’s policies and will, at a minimum, address:</p> <ol style="list-style-type: none"> 1. Establishment of procedures, legal, and/or financial tools to enable the partnerships between the City of La Habra and private developers to facilitate and fund the acquisition and consolidation of properties for projects that are judged to deliver substantial community benefits and revenues. 2. Requiring municipal facilities to implement sustainable best practices comparable to those prescribed by the Green Building Council LEED rating system such as an energy-efficient (electric or hybrid vehicles) municipal fleet, recycling of green waste and building materials, use of native and drought-tolerant species in public landscapes, low VOC paints and non-toxic construction materials, low energy 	

G. Community Services and Operations

lighting systems, dust abatement during construction, and permeable hardscapes.

3. Requiring that 100 percent of the vehicles newly purchased for the municipal fleet be high-efficiency (hybrid), low-emission, or alternative fuel vehicles as funding is available. Public safety vehicles would be exempt from this requirement.
4. Requiring the installation of water-conserving plumbing fixtures and fittings in public facilities such as parks, community centers, and government buildings where feasible.
5. Reviewing and revising the bid specifications as necessary for road construction to allow for greater use of recycled tires as a constituent of asphalt road base when possible.
6. Reviewing and amending as necessary existing guidelines for municipal contracts to give preference to contactors employing the highest levels of sustainable practices in their business operations and product manufacturing.
7. Reviewing and revising as necessary the City procurement policy to include recycled products and provide a price differential to specific products with recycled content.

Policy(ies) Implemented	LU 5.5; WS 2.7; WR 2.8 and 2.9; AQ 3.5 and 5.2; TDM 2.4; and E 2.5
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Responsible Departments	All City Departments
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G12	Code Enforcement
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The City will establish a rental housing inspection program to identify blighted, deteriorated, and/or substandard rental housing stock, and to ensure the rehabilitation or elimination of housing that does not meet minimum Municipal and/or State Building/Housing Code standards. This program is intended to ensure the health, safety, and welfare of renting residents, thus enhancing the quality of life for individuals living in rental units, stabilizing neighborhoods against deterioration, and maintaining/enhancing property values.

Policy(ies) Implemented	H 2.11
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Responsible Departments	Community Development Department
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G15	Programs for the Developmentally Disabled
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The City will work with the Regional Center of Orange County (RCOC) to develop and implement an outreach program that informs families within the City on housing and services available for persons with developmental disabilities. The program will include the development of an informational brochure, including information on services on the City's website, and providing referrals to RCOC for participation in housing-related workshops and/or training for individuals and families.

Policy(ies) Implemented	H 3.4
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Responsible Departments	Community Development Department
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C. Annual Implementation

Effective implementation of the General Plan requires annual reviews of its progress in achieving its goals and policies. Since many of the factors and issues that the General Plan addresses change from year to year, an annual review and reporting of implementation will help the City in moving forward to achieve the Plan’s vision. Findings from the reporting process will enable the City Council to establish priorities for budget allocations, programs, capital improvements, and other operations of the City.

A. General Plan Maintenance and Monitoring

A2	Annual General Plan Report
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The California Government Code §65400(b)(1) requires all cities and counties to submit an annual General Plan Progress Report to their “legislative bodies,” the State Office of Planning and Research (OPR), and the State Department of Housing and Community Development (HCD). Since many of the factors and issues that the General Plan addresses change from year to year, an annual review and reporting of implementation will help ensure the City is moving forward to achieve the Plan’s vision. This review will report on the status of each specific implementation program in the General Plan and take into account the availability of new implementation tools, changes in funding sources, and feedback from Plan monitoring activities.

As required by State Housing Element Law, the City is also required to monitor all housing programs and complete a detailed annual Housing Element Implementation Report that documents the City’s progress in fulfilling its share of the Regional Housing Needs Assessment; the status of the implementation of each of the housing programs of the City’s Housing Plan; and reviews actions and programs adopted to remove or mitigate governmental constraints on the development of housing for all income levels.

Policy(ies) Implemented	All General Plan goals and policies
Responsible Departments	All City Departments

A3	Annual Climate Change Report
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Establish a mechanism to monitor and annually report to the City Council the Climate Action’s progress toward achieving the level of GHG emission reduction and require amendment if the plan is not achieving specified levels. This is a critical tool for responding to the state’s legislative requirements in consideration of a recent (non-appellate) court case that successfully overturned an EIR’s significance conclusion for GHG emissions because measures were not enforceable and/or the jurisdiction was unable to monitor the measures where substantial reductions were identified.

Policy(ies) Implemented	AQ 1.2
Responsible Departments	All City Departments

D. Master Plans and Public Improvements

D1 Capital Improvement Programs

The City shall annually review and adopt a City Capital Improvement Program (CIP) that provides funds for capital facilities including arterial highways, local streets, storm drains, park and facility improvements, water and wastewater system improvements, and other improvements. It will leverage funding benefit of accumulated reserves, take advantage of entitlement/matching fund regulations, and capitalize on development related impact fees. Expenditures should be prioritized based on needs and funding availability. Legislation requires that the CIP's public works projects must be found to be consistent with the 2035 General Plan.

Policy(ies) Implemented	ED 9.2
Responsible Departments	Community Development Department Public Works Department

E. Financing and Budgeting

E1 Fiscal Budgeting

The City will annually provide a portion of its CDBG funding to NeighborWorks of Orange County so that they can operate the owner-occupant, High Risk Revolving Loan Fund.

Policy(ies) Implemented	H 3.7
Responsible Departments	Community Development Department

E4 Housing Affordability and Improvements Funding

The City will annually assist four lower income (up to 80 percent of the median income) single-family homeowners with low interest amortized home rehabilitation loans (up to \$20,000) for interior and exterior improvements, subject to the award of competitive grant HOME funds from the State.

The City will continue to participate and promote the Section 8 Rental Assistance Program and target to annually assist 170 lower income households (i.e., earning 80 percent or less of the County's median income) who are paying over 30 percent of their income towards rent with Section 8 rental subsidy vouchers.

Policy(ies) Implemented	H 2.8
Responsible Departments	Community Development Department

G. Community Services and Operations

G13	Housing Programs
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The City will annually provide 10 single-family homeowners with paint and paint accessories as part of the Neighborhood Clean-Up/Paint Program to paint and upgrade their home exteriors.

The City will continue the management of the 70-unit La Habra Inn as a senior single room occupancy (SRO) facility. The City will annually review and update a list of existing motels and hotels in La Habra that are candidates for conversion to SRO and make the list available to any interested developers. The City will also annually review SRO conversion applications in order to determine whether the SRO development standards or processing procedures are overly restrictive.

The City will annually conduct at-risk housing monitoring program activities and maintain contact with owners of at-risk units to prevent any loss of at-risk units as the expiration dates approach, as follows:

- Create a list based on at-risk units in the ten-year inventory and analysis for possible conversion within the current and next planning period. The City will monitor the list on an annual basis after the adoption of the Housing Element.
- Work with owners, tenants, and nonprofit organizations to assist in the nonprofit acquisition of at-risk projects to ensure long-term affordability of the development. Annually contact property owners, gauge interest and identify nonprofit partners and pursue funding and preservation strategies on a project-by-project basis.
- Monitor owners of at-risk projects on an ongoing basis, at least every six months to one year, in coordination with other public and private entities to determine their interest in selling, prepaying, terminating or continuing participation in a subsidy program.
- Reduce, waive or subsidize local development fees associated with preservation or replacement of at-risk units, on a case by case basis.
- Utilizing lists maintained by the City of non- and for-profit developers who are active in the preservation of affordable housing.
- Assist/support potential purchasers in applying for or otherwise securing funding for the acquisition of the units.
- Consider the acquisition and rehabilitation of existing single-family and multiple-family buildings in order to preserve and improve affordable housing units.

The City will annually assist 200 households with Fair Housing services through the implementation of the Fair Housing Program. The City will continue to contract with the Fair Housing Council of Orange County or a similar Fair Housing Agency to provide a variety of fair housing services and landlord tenant counseling. The Fair Housing Council of Orange County is certified by HUD to provide housing counseling and education, and to investigate issues related to evictions, discriminations, and local lending practices among others.

Policy(ies) Implemented	H 2.6 and 2.10
Responsible Departments	Community Development Department La Habra Housing Authority

G14	Job Training
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The City will annually assist 500 individuals with the administration of job training and retraining programs to eligible residents of Orange County cities at a One Stop Center. Programs are available for individuals 14 years of age and over. The program serves youth, adults, and laid-off workers. The program offers a wide range of

G. Community Services and Operations

opportunities from work experience for youths to classroom training for both youths and adults.

Policy(ies) Implemented	H 3.9
Responsible Departments	Community Services Department

I. Public-Private Partnerships

I5	Non-Profit and Community Housing Organizations
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The City will conduct an annual meeting with nonprofit developers and the La Habra Housing Authority to:

- assist in initiating partnerships in the development of housing affordable to extremely low-income, very low-income, and low-income households;
- discuss the City’s plans, resources, and development opportunities, and RFQ processes; and
- facilitate, to the extent possible, the relationship between nonprofit developers and the La Habra Housing Authority to pursue development activities, including leveraging Housing Authority funds, assisting in applications for State and federal financial resources, and offering a number of incentives such as priority processing and relaxed development standards.

Policy(ies) Implemented	H 2.9
Responsible Departments	Community Development Department La Habra Housing Authority

D. Continuing Implementation

The City of La Habra administers programs and processes daily that implement the General Plan’s goals and policies. These are established by the City Council and reviewed and funded in its annual budgeting process.

B. Implementing Policy and Regulatory Documents	
B6	Hazardous Materials Ordinances
<p>The City will enforce the Hazardous Waste Facility Ordinance in association with sections of the Orange County Hazardous Waste Management Plan to ensure hazardous waste facilities transferring, treating, storing, and disposing of hazardous materials are properly sited and are compatible with surrounding land uses. It will also enforce the Hazardous Material Disclosure Ordinance requiring that information will be provided to emergency service personnel of the known use and dangers of hazardous materials present in La Habra.</p>	
Policy(ies) Implemented	HW 1.1 - 1.3
Responsible Departments	Public Works Department Fire Department

C. Development Review and Entitlement	
C1	Development Review and Entitlement
<p>Proposed development projects must be reviewed and found to be consistent with the General Plan’s goals, policies, standards, and implementation programs, as expressed by text, figures, and illustrations. If inconsistent, the project must be denied or the General Plan amended in the event that the project is considered by the City Council to be of significant economic, environmental, or social benefit to the community. Requirements and procedures for permitting and development review are specified by the La Habra Municipal Code.</p> <p>The City shall review existing entitlement processes and consider modifications to expedite approvals of priority development projects that offer significant economic benefits to the City such as jobs and revenue, and/or act as a catalyst for desired development and revitalization of underutilized properties. This should be structured as a coordinated and streamlined process providing quick-initial review of business/project proposals, department level feedback to formal application, and pre-defined time periods for City Department review. Additionally, the process should enable fast-track administrative review for minor improvement projects.</p> <p>It is recommended that the City consider establishment of a regulatory compliance team comprised of knowledgeable staff members for purpose of meeting fundamental objectives of LEED, NPDES, CEQA, and recent sustainability regulations while reducing excess cost burden on prospective development projects.</p> <p>The City requires development applicants to submit data and studies enabling staff to comprehensively and adequately review the proposal for consistency with the General Plan and compliance with applicable codes and ordinances. In addition to the array of site planning, building design, engineering, geologic, and other studies required by City statute, specific input called out by the 2035 General Plan policies include the following:</p>	

C. Development Review and Entitlement

- A study of the availability and finding that sufficient water, sewer, storm drainage, energy, telecommunications, and solid waste infrastructure and public services (police, fire, and parks) will be available concurrent with construction and occupancy.
- Analysis of the costs of providing facilities and services required to support a proposed development project (parks, off-site improvements, police, fire, and so on) and calculation of fees for the proportionate share of these consistent with legislation and court cases for nexus.
- Visual simulations, sketches, and other illustrations to enable review development applications for consistency with use and district design objectives.
- Traffic impact study report that includes an analysis of the project's impacts and conformance with standards for acceptable Level of Service (LOS) D or better at City jurisdiction intersections and LOS E or better at State Highway and CMP intersections.
- Plan that dedicates easements or pedestrian linkages to adjacent developments
- A parking plan that depicts the location of off-street parking and/or provides for off-site or shared parking arrangements, and/or in-lieu fee contributions.
- A Transportation Demand Management program for larger scale commercial and industrial projects that provides for preferential parking and/or carpool parking, vanpool, and alternative fuel vehicle arrangements.
- A Bicycle Facilities program for larger scale commercial and industrial that provides for the inclusion of bicycle parking, showers, and other facilities supporting bicycle riders.
- A noise report that documents the existing noise environment of the subject property and projected levels based on traffic forecasts, assesses consistency with the City's noise standards, and identifies any necessary measures to mitigate impacts. In addition, the report shall analyze potential construction noise impacts and identify mitigation measures.
- A site assessment to determine potential adverse impacts on sensitive biological resources and identification of planned mitigation measures, as necessary, to reduce impacts.
- Documentation of potential geologic, flooding, wildfire, and other natural hazards and assessment of their risks to development.
- An evaluation of lighting and glare impacts.
- An evaluation of the performance of the proposed project based on environmental sustainability objectives, including adherence to the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) and California Building Industry Association's California Green Building (CBG) rating or comparable criteria prepared by an engineer or certified environmental professional.
- Plan for improved groundwater recharge, reduced water demand, detained runoff, and decreased flooding through the encouragement of activities such as the selection of plant material, soil preparation, and the installation of irrigation systems and site design that maximizes pervious surfaces and includes landscaping and other open space areas.
- Submittal of a Water Quality Management Plan (WQMP) to satisfy requirements of the City's National Pollutant Discharge Elimination System (NPDES) permit conditions
- A survey of archaeological resources, evaluation of impacts, and identification of mitigation measures.
- Evaluation for compliance with local administration of regional plans including:

C. Development Review and Entitlement

- Policies of the Central and Coastal Orange County Natural Community Conservation Plan and Habitat Conservation Plan (NCCP/HCP) for protection of coastal sage scrub and the species that utilize coastal sage scrub habitat.
- Policies of the Coyote Creek Watershed Management Plan for improving watershed management practices for water quality, groundwater recharges, and stormwater management.
- Policies of the Orange County Water District (OCWD) Groundwater Management Plan for compliance with requirements for groundwater use to minimize overdraft conditions of aquifers

Policy(ies) Implemented	LU 1.1,1.5, 1.6, 4.1 - 4.4, 4.6, 4.7, 4.9, 5.2, - 5.4, 11.7, 14.2, and 16.7; H 2.13; CI 2.1; ED 2.3, 6.2, and 6.4; CR 1.7 - 1.9 and 1.13; AT 2.7 and 3.2; RN 1.10; P 1.2, 1.3, 1.9, and 1.11; WR 1.7; PS 1.7 and 1.8; FS 1.5; OS 2.15; BR 1.2 and 1.13; W 1.1, 1.2, 1.4, 1.7 - 1.11; AQ 2.1 - 2.3 and 2.5 - 2.9; S 1.6 and 1.8; NH 3.3; and N 1.1 and 1.8
Responsible Departments	Community Development Department Community Services Department Department Public Works Department Police and Fire Departments

C2	Code Compliance
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Development applications shall be reviewed for compliance with applicable City codes and ordinances, including the following sections of the Municipal Code:

- Title 8, Health and Safety
- Title 10, Vehicles and Traffic
- Title 12, Streets, Sidewalks, and Public Places
- Title 13, Public Services
- Title 15, Building and Construction
- Title 17, Subdivisions
- Title 18, Zoning
- Hazardous Waste Facility and Disclosure Ordinances

Policy(ies) Implemented	LU 5.1 and 5.2; WS 1.8, 2.1, 2.3, and 2.6; SS 1.8 and 1.9; SD 1.6; WQ 1.1, 1.2, and 1.4; WR 1.6; W 1.5; OS 1.1 and 1.3; AQ 5.1; NH 1.1, 1.2, 1.4, 2.1 - 2.3, 3.1, and 3.3; EP 1.5 and 1.7; HW 1.4 - 1.6; and N 1.1, 1.2, 1.5, 1.7, 3.2, and 3.2
Responsible Departments	All City Departments

C3	Consultation
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During review of proposed development applications for vacant sites, consult with applicable state and Native American organizations regarding potential impacts and mitigation of historic resource sites and buildings

Policy(ies) Implemented	CR 1.3
Responsible Departments	Community Development Department

C. Development Review and Entitlement

C4

Compliance with the California Environmental Quality Act

The California Environmental Quality Act (CEQA) requires governmental agencies to consider the environmental consequences of their actions before approving plans and committing to a course of action on a project. The process is intended to: (1) inform decision-makers and the public about the potential environmental effects of a proposed project; (2) identify the ways that environmental damage can be avoided or significantly reduced; (3) prevent significant, unavoidable environmental damage by requiring changes in projects, either by adoption of alternatives or imposition of mitigation measures; and (4) disclose to the public why a project was approved if that project would have significant environmental effects.

On submittal of an application for development, the City will determine whether the project qualifies as a “project” or “exempt” subject to CEQA’s criteria. If so, an Initial Study must be prepared to identify the environmental impacts of the project and determine whether the identified impacts are "significant". Based on its findings of "significance", the City prepares one of the following environmental review documents:

- Negative Declaration if it finds no "significant" impacts;
- Mitigated Negative Declaration if it finds "significant" impacts but revises the project to avoid or mitigate those significant impacts; or
- Environmental Impact Report (EIR) if it finds "significant" impacts

The Program EIR prepared for the La Habra 2035 General Plan constitutes and “umbrella” document describing citywide impacts that may be used as the foundation in preparing subsequent CEQA documents for projects consistent with the General Plan. The process, known as “tiering,” enables the subsequent document to rely on the Program EIR’s analyses, documentation of impacts, and mitigation measures and focus additional study on details and unique characteristics of the project not addressed.

Policy(ies) Implemented	LU 1.1, 1.5-1.6, 4.1 - 4.4, 4.6, 4.7, 4.9, 5.2 - 5.4, 11.7, 14.2, and 16.7; CI 2.1; ED 2.3, 6.2, and 6.4; CR 1.7 - 1.9 and 1.13; AT 2.7 and 3.2; RN 1.10; P 1.3, 1.9, and 1.11; BR 1.12; AQ 2.1 - 2.3 and 2.5 - 2.9; and N 1.1 and 1.8
Responsible Departments	Community Development Department

C5

Affordable Housing Code Compliance

The City will continue to permit second units by right in R-1 zones (Secondary Dwelling Units Ordinance, Section 18.12.150, La Habra Municipal Code) pursuant to AB 1866 and waive permit processing fees for second units that will be occupied exclusively by lower income persons.

The City will continue to enforce the Zoning Code, Uniform Housing Code, and the International Property Maintenance Code via the City’s Community Preservation Program. The Housing Code establishes specific housing code maintenance standards that must be met by all residential structures. The purpose of the City’s Community Preservation Program is to safeguard the health and safety of the residents, including overcrowded conditions, and address structural improvement of the existing housing stock. The program is interrelated with neighborhood revitalization activities, particularly the programs administered through the City’s Housing Division and Neighborhood Housing Service, Inc. (NHS). Enforcement of the Housing Code involves an inspection request having been submitted to the City. Conditions of Code Standard violations must be corrected if the owner wishes to obtain assistance through one of the City’s rehabilitation programs.

C. Development Review and Entitlement

The City will continue to provide for conversion of Commercial, Industrial, and Residential Condominium Conversion through the Condominium conversion Ordinance (Chapter 18.64, La Habra Municipal Code) to facilitate the conversion of apartments to condominiums and maintain policies, which create affordable housing for moderate-income households to purchase, while preserving a percentage of rental units.

The City will continue to permit, by-right, emergency shelters in the City’s Emergency Transitional Shelter (ES) Overlay Zone, within the Light Manufacturing (M-1) Zone, and transitional and supportive housing in all residential zones. Emergency shelters are subject to only those development standards that apply to other uses within the M-1 Zone. Transitional and supportive housing is considered as equitably as a residential use under the La Habra Municipal Code and is subject only to those restrictions that apply to residential uses in the same zone.

The City will continue to enforce Title 24 of the California Administrative Code during plan check on all multi-family residential development, which provides regulations for adaptability and accessibility of apartment buildings to provide for the safety and welfare of physically disabled residents. The City will continue to implement the reasonable accommodations process for individuals with disabilities. Title 18, Chapter 18.10 of the La Habra Municipal Code provides individuals with disabilities reasonable accommodation, as necessary to ensure equal access to housing and to provide a process for individuals with disabilities to make requests for, and be provided, reasonable accommodation from the various land use, zoning, or building laws, rules, policies, practices and/or procedures of the City

Policy(ies) Implemented	H 1.1, 1.2, 2.1, 2.2, 2.6, 2.12, and 3.4 - 3.6;
Responsible Departments	Community Development Department
C6	Affordable Housing Entitlement Processing

The City will continue to give priority processing to very low-income and low-income developments and make available information about priority processing at the City’s planning counter and on the City’s website. The highest priority will be given to rental projects that are affordable to extremely low and/or very low-income households. To qualify, projects must set aside at least 15 percent of the units for this income level. A second priority tier will consist of projects that employ green building standards. Eligible projects will include those likely to achieve at least a “Certified” rating from the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED) program.

Policy(ies) Implemented	H 1.2, 1.5, and 1.6
Responsible Departments	Community Development Department

D. Master Plans and Public Improvements

D1	Capital Improvements
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The City shall continue to implement capital improvements as defined in the Annual CIP (refer to *Annual Implementation, D4, Capital Improvement Programs*). Depending on need and funding availability, these may include, but not be limited to, the following:

- Improvements, where needed, of the City's street system to maintain acceptable levels of service
- Coordination of signal timing on all major arterial with advance control technology for reducing travel times, vehicle delay and overall congestion
- Pedestrian improvements as identified and prioritized in a *Public Streets Improvement Plan* that may be developed in the mid- to long-term (refer to Mid-to Long-Term Implementation, D3)
- Improvements of local streets to comply with Complete Streets objectives and criteria
- Neighborhood-approved traffic calming measures in residential neighborhoods and appropriate commercial areas, such as street narrowing, curb extensions, speed lumps, roundabouts, landscaped medians, and radar speed feedback signs
- Implementation of plans for the reduction of noise along major travel corridors, which may include control of speed limits, landscaping, and other physical and operational improvements
- Water, sewer, and storm drainage infrastructure improvements, including a Master Plan for all of the previously mentioned utilities and implementation of the Sewer Rehabilitation Plan to clean and prevent failures due to aging and deteriorating sewer pipelines
- Acquisition of property and development of parks in existing residential neighborhoods, the railroad corridor, and other available lands

Policy(ies) Implemented	LU 7.6, 8.3, 11.10, and 13.6; H 2.3, 2.4, and 2.7; ED 9.2; RN 1.8, 1.10, and 1.11; WS 1.9; SS 1.3; SD 1.1 and 1.5; AT 3.8; ITS 1.2 and 1.3; NTMP 1.6; OS 2.9, and N 2.3 and 2.4
Responsible Departments	Community Development Department Public Works Department

D7	Bicycle Master Plan
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The City shall continue to implement improvements consistent with the Bikeway Master Plan as defined in the Annual CIP (refer to *Annual Implementation, D4, Capital Improvement Programs*). Depending on need and funding availability, these may include, but not be limited to, the development of additional Class-I, Class-II, or innovative bicycle trail linkages between residential areas, employment areas, schools, parks, commercial areas, and transit stations.

Policy(ies) Implemented	AT 2.1 and 2.3 - 2.5
Responsible Departments	Community Development Department Public Works Department

E. Financing and Budgeting

highways; local streets; and storm drains improvements; park and facility improvements; water and wastewater system improvements; and planning programs. Collected development fees shall be allocated for their committed purposes, such as traffic mitigation fees to pay the costs of needed transportation improvements.

As municipal revenues have been impacted by the reallocation of fiscal revenues at the state and county levels, the long-term stabilization of these funds for the City is important. The City of La Habra should be represented and participate with other municipalities, professional associations, and advocacy groups that seek to stabilize and strengthen fiscal revenue sources directly benefiting the City.

Policy(ies) Implemented	ED 8.1 and 9.1; and RN 1.16
Responsible Departments	City Manager’s Office All City Departments

E2 Development Fees and Exactions

The City shall impose fees on development projects to provide revenue for required supporting public infrastructure, parks, schools, and services, and mitigation of transportation impacts in accordance with state nexus legislation and recent court decisions. The transportation fee should be reviewed and updated as necessary to guarantee that new development pays for its fair share toward improvements that achieve reductions in air quality, GHG emissions, and traffic impacts generated by the development. All fees should be reviewed periodically for their sufficiency in covering costs.

Policy(ies) Implemented	WS 1.3 and 1.9; SS 1.7; SD 1.1; RN 1.14; S 1.9; and OS 2.10
Responsible Departments	Community Development Department Public Works Department Community Services Department School Districts

E3 External Financial Resources

The City shall develop and administer a program to develop investment partnerships with prospective project sponsors that optimize impact fees and public program funding to the benefit of CIP goals and plans.

Policy(ies) Implemented	ED 6.4 and 8.1
Responsible Departments	All Departments

G. Community Services and Operations

G2 Economic Development Program

The City of La Habra shall administer an aggressive program of economic development activities, as specified by the Economic Development Strategy (refer to *A. Near Term Implementation, B7, Economic Development Strategy*) to attract and retain businesses that provide local jobs, revenue supporting City services, and otherwise contribute to its economic vitality. An “action-plan” should be established

G. Community Services and Operations

annually, identifying priorities for the most important actions that will stimulate the greatest benefits and corresponding City fiscal allocations. This should be coupled with efforts to secure funding from outside sources, including the local business community. Programs to be carried out annually may include:

- Establishing relationships and fostering regular communication with target industry associations, related business groups, and existing businesses vital to the local tax base and employment base and establishing promotional dialogue with prospective target businesses.
- Formulating a campaign to promote business tax-credit programs/opportunities available to businesses.
- Organizing, conducting, and/or participating in a program of events, celebrations, and events.
- Providing coordinated and rapid response/direction to businesses expected to generate a direct and significant increase in local employment opportunities, fiscal revenue base, or property improvements
- Providing a rapid response and direction to businesses and property owners contemplating significant intensification of land use through lot consolidation and property improvements in the Downtown Core and along target corridor locations and at high-traffic volume intersections.
- Promoting business skill development opportunities for small business owners/operators.
- Coordinating business skill promotion with available programs/schedules of resources agencies including the Small Business Administration; SCORE; community college, and other agencies.
- Formulating a campaign to promote available business tax-credit programs/opportunities and assist local businesses apply.
- Coordinating a business tax-credit promotion and application assistance with resources agencies responsible for administering relevant State/Federal programs.
- Assisting in the promotion of youth skills development programs by promoting through City summer program and related community service communications targeting teens.
- Assisting in the promotion of language and basic job skills development programs offered in local area by promoting through City community service and other communications directed to City residents.
- Assisting with job placement of resident workforce by collaborating with area job placement agencies for jobs aligned with resident workforce skills.

Policy(ies) Implemented	LU 2.2 and 3.3; and ED 2.1, 2.2, 2.4, 2.5, 3.2, 3.4, 4.2 - 4.4, 5.1, and 6.4
Responsible Departments	Community Development Department
G3	Parks and Recreation Facilities and Programs

The City shall continue and expand, as funding is available, its development and programming of parks and recreation facilities for La Habra’s residents. The Recreation Division offers a variety of services that include recreation classes, excursions for adults and youth, special events, summer day camp and summer aquatics program, two youth sports leagues, and facility rentals. The Recreation Division also manages the use of City parks by individuals, as well as coordinating the joint use of City and school athletic fields with the various school districts in the City, working closely with local non-profit organizations such as Little League, AYSO, and Pop Warner.

G. Community Services and Operations

Parks will be operated to ensure that their activities are compatible with adjoining residential neighborhoods. Issues of traffic, parking, noise, and lighting will be addressed in a prompt manner. Periodically, their facilities will be inspected to ensure proper repair and maintenance.

Policy(ies) Implemented	LU 2.6, 3.6, 8.3, and 17.6; OS 2.4, 2.6, 2.7, 2.9, 2.12 - 2.14, 2.16 - 2.17, 3.1 - 3.4, and 4.1 - 4.3; and N 3.1
Responsible Departments	Community Services Department Public Works Department
G4	Community Programs: Youth, Teens, Young Adults, Seniors, and Families

The City shall continue and build upon its rich history of funding and administering a broad diversity of social, recreational, healthcare, and nutrition programs for its youth, seniors, families, working parents, and disadvantaged households. Health, education, recreation, language, job skill development, appreciation of the City's history, and stewardship of natural resources illustrate the range of services offered by the City and supported by community volunteers. City sponsored and promoted program activities will be coordinated with programming offered through area schools, job centers, and public service agencies. Continuing efforts will be made to acquire new sources of funding from county, state, and federal sources and private institutions.

Policy(ies) Implemented	CI 5.1 - 5.5; ED 7.1 - 7.8; OS 3.5; and BR 1.14
Responsible Departments	Community Services Department
G5	Community Events and Celebrations

The City shall continue to maintain a calendar of and support local community organizations in the planning, hosting, and conduct of community festivals and events as funding permits.

Policy(ies) Implemented	CI 6.1 and 6.2
Responsible Departments	Community Services Department
G6	Transportation Services and Management

Expand the curb-to-curb "La Habra Shuttle" public transportation service and provide discount transit passes in cooperation with OCTA to ensure transit accessibility for everyone including the elderly, handicapped, and transit-dependent, as funding becomes available.

Policy(ies) Implemented	AT 1.2 and 1.7
Responsible Departments	Community Development Department
G7	Transportation Demand Management Program

The City will establish standards in conjunction with the South Coast Air Quality Management District for the reduction of vehicle trips, commute lengths, energy consumption, pollution, and GHG emissions prescribed by the *Transportation Demand Management Plan* (refer to *Near Term Implementation, B8*). This will include such elements as staggered work hours, flex time, carpooling, vanpooling, transit,

G. Community Services and Operations

bicycling, preferential parking, alternative technologies, park and ride lots, transit subsidies, and other traffic reduction strategies.

Policy(ies) Implemented	TDM 1.2 and 1.4
Responsible Departments	Community Development Department Public Works Department
G8	Parking Management

The City shall 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. This may include regulation of 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.

Policy(ies) Implemented	P 1.1 and 1.5
Responsible Departments	Community Development Department Police Department
G9	Public Safety Programs

The City shall participate in and administer a diversity of programs for the protection of the health and safety of La Habra’s residents and businesses. At a minimum, these will include:

1. The La Habra Police Department will continue to administer programs promoting crime prevention and public safety. This includes supporting community-based service, education, and training programs designed to prevent crime and enable resident involvement in community policing and safety, such as the Neighborhood Watch Program, Citizen’s Police Academy, the citizen online police reporting system, graffiti hotline, and the mobile telephone Tip 411 service. The Department will 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.
2. The City will work with its fire service provider to ensure adequate personnel, facilities, and infrastructure needs are met to maintain an acceptable level of fire protection and emergency. The City Fire Inspection and Permit Program will be managed to ensure that businesses in La Habra are operating within the highest fire safety standards specified by the Uniform Fire Code, and continue the ongoing program of inspection and abatement of fire hazards through fire prevention measures.
3. Maintain participation in the National Flood Insurance Program (NFIP) for continued eligibility and qualification for flood insurance and disaster assistance through the enforcement of the City’s adopted floodplain management ordinance.

G. Community Services and Operations

Policy(ies) Implemented	PS 1.1, 1.9, 1.10, and 1.12; FS 1.4 and 1.7; and NH 2.1 and 3.2
Responsible Departments	Police Department Fire Department Community Development Department

G10 Waste Management and Recycling Programs

The City will continue to administer programs promoting and facilitating the recycling of waste by residences, commercial businesses, industries, and municipal uses. Through the Household Hazardous Waste Program, the City will monitor household hazardous waste disposal practices.

Policy(ies) Implemented	HW 3.1, 3.5; and WR 1.2 - 1.4, 2.1, 2.4 - 2.7, 3.3, 3.4, 4.1, and 5.4
Responsible Departments	Public Works Department

G11 Library Services

The City will work with Orange County Public Libraries (OCPL) and the La Habra Branch Library to promote educational media informing the community about:

- Library services, facilities, and programs
- The use of libraries as multi-functional facilities to gather for cultural and community events and programs
- The provision of computers, the Internet, and other evolving technologies to digitally access library resources, multi-media, and other information.

The City will support libraries with efforts to establish joint use agreements for shared use of schools, parks, community centers and other facilities.

Policy(ies) Implemented	L 1.1, and 1.3 - 1.6
Responsible Departments	Community Services Department

G12 Code Enforcement

The City of La Habra shall administer an active program of code enforcement through personalized neighborhood contact, code requirement education, equitable enforcement of laws, innovative processes, and home improvement programs. Its activities are intended to enhance the quality of life in La Habra by encouraging the proper maintenance of industrial, commercial, and residential property throughout the City. Enforcement actions are normally initiated on receipt of complaints by residents and local businesspersons and periodically supplemented with pro-active programs addressing issues at specific locations or times of year (e.g., brush clearance in hillside areas for fire protection).

Policy(ies) Implemented	NH 2.6 and 3.6; and AQ 3.5
Responsible Departments	Community Development Department Police Department Fire Department

G. Community Services and Operations

G13	Housing Programs
<p>The City will continue to support the La Habra Housing Authority to maintain and improve the mobile home parks they own in the City, while at the same time using surplus revenues to purchase and substantially rehabilitate affordable units in the City.</p>	
Policy(ies) Implemented	H 2.1
Responsible Departments	La Habra Housing Authority

H. Intergovernmental Coordination

H1	School Districts
<p>The City will maintain a working relationship with the School Districts to promote quality educational opportunities for La Habra’s residents and compatibility of their facilities and programs with the neighborhoods in which they are located. Priorities will include:</p> <ul style="list-style-type: none"> ■ Reviewing development proposals and citywide growth forecasts to facilitate the Districts’ planning for and improvements of school facilities with sufficient capacity to serve La Habra’s children; ■ Reviewing and commenting on the location and design proposed school facility improvement plans for their compatibility with and mitigation of impacts on adjoining residential neighborhoods; ■ Encouraging the Districts to incorporate new technologies that facilitate learning in the classroom, at remote sites, and connections with other educational institutions located outside La Habra; ■ Pursuing the joint use of school, park, and other facilities through agreements to maximize public use of facilities, and minimize duplication of services provided; ■ Encouraging the Districts to develop curricula contributing to the improvement of job skills for teens entering the workplace and adults, and educating the community about community concerns such as safety/emergency preparedness, home and property improvement, waste diversion and recycling, and approaches to reduce and minimize air pollution and GHG emissions. <p>The City will continue to support the School Resource Officer (SRO) program for the placement of La Habra police officers in intermediate and high schools to employ education and information as a deterrent against crime, gangs, and drugs as funding is available. Additionally, the City will offer the opportunity for the School Districts to review and comment on residential development proposals to ensure that projects adequately address school impacts and issues.</p>	
Policy(ies) Implemented	LU 17.3; ED 3.2; S 1.1, 1.3 - 1.8; S 1.1 – 1.12; WR 5.5; OS 2.11; and AQ 6.3
Responsible Departments	Community Development Department Community Services Department Police Department

H. Intergovernmental Coordination

H2	College and Universities
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The City will develop a pro-active outreach program to public and private colleges and universities encouraging locating facilities and programs in La Habra, including the development of college satellite campuses and continuing vocational and adult education facilities. This would necessitates partnerships with the business community, philanthropic organizations, and other institutions to develop a marketing program “selling” higher education institutions on the benefits of locating in La Habra. Additionally, the City should maintain continuing dialogue with higher education institutions to encourage strengthening their links with local K-12 school districts to facilitate the transfer of students into these institutions.

Policy(ies) Implemented	S 2.1 - 2.3
Responsible Departments	Community Development Department Community Services Department

H3	County of Orange
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The City shall work with the following Orange County agencies:

1. Transportation Authority (OCTA) in developing and identifying La Habra’s role in implementing a broad spectrum of mobility strategies to foster transit use and reduce GHG emissions. This will include supporting and participating with OCTA ACCESS Service in providing transportation assistance to senior citizens and the handicapped and support for the Go Local program providing access to Metrolink and other regional transit systems.
2. Orange County Public Works and federal, state, and/or other local agencies, as appropriate, to maintain open space areas along and within the established creek corridors and flood control channels for the protection of riparian habitats. This will include a study to determine the feasibility of such actions where flood protection and stormwater management is not compromised.
3. Orange County Public Works to explore day-lighting opportunities and the removal of the concrete-lining along flood control channels allowing for greater groundwater recharge and wildlife habitat. This will include a study to determine the feasibility of such actions where it is safe to do so and flood protection is not compromised.
4. Orange County Public Works to ensure that the design, construction, operation, and maintenance of their flood control facilities have adequate capacity to accommodate up to a 100-year storm event in La Habra and evaluation the feasibility of incorporating improvements in flood control channels when major upgrades and/or reconstruction may be required that provide opportunities for stormwater detention and groundwater recharge.
5. Orange County Sanitation District to (a) provide adequate collection, supply, treatment, and disposal of wastewater to meet the demands of existing and future development; (b) monitor uses that may generate toxic or potentially hazardous substances to prevent contamination of water and wastewater; (c) 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; and (d) maintain the highest possible energy efficiency, and reduce costs and greenhouse gas emissions

Additionally, the City shall work with the County of Orange agencies to enforce and monitor compliance of environmental regulations including the review and comment on proposed improvement projects in the City as required by CEQA.

H. Intergovernmental Coordination

Policy(ies) Implemented	LU 16.10 and 17.9; AT 1.7; SS 1.4 - 1.6; BR 1.4 and 1.5; NH 3.4, 3.8, and 3.9; EP 1.3; and AQ 1.3
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Responsible Departments	Community Development Department Public Works Department
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H4	Regional Agencies
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The City shall work with various regional agencies for compliance with applicable environmental, public health and safety, planning, and other legislation. These relationships include:

1. Southern California Association of Governments (SCAG), the South Coast Air Management District (SCAQMD), Orange County Council of Governments (OCCOG), Regional Water Quality Control Board (RWQCB), and other regional agencies to enforce and monitor compliance of with environmental regulations. It will support SCAG and OCCOG by monitoring land development (uses, densities, and urban form) and its impacts to ensure consistency with the Regional Transportation Plan/Sustainable Community Strategy, and work with these agencies in identifying additional local strategies to meet these goals.
2. SCAQMD to enforce regulations on asbestos abatement in demolition and modification of buildings.
3. Cooperative partnerships 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
4. Submittal of project CEQA documents to the regional agencies for review and comment for consistency with applicable plans and regulations.

Policy(ies) Implemented	LU 16.10; TDM 1.1; RN 1.13; BR 1.3; W 1.6; WR 3.6; and AQ 1.1, 1.3, and 1.4
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Responsible Departments	Community Development Department Public Works Department
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H5	State Agencies
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The City will work with the California Environmental Protection Agency (EPA) and other state agencies to enforce and monitor compliance with environmental regulations. CEQA documents will be submitted to the State Clearinghouse for distribution to state agencies for review and comment.

The City will encourage the California Highway Patrol to enforce State motor vehicle noise standards on roadways subject to its jurisdiction.

Work with the California Department of Health Services (DHS) regarding progress of asbestos waste treatment alternatives.

Policy(ies) Implemented	LU 16.10; WR 3.6; AQ 1.1, 1.3, and 1.4; and N 2.1
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Responsible Departments	Community Development Department Public Works Department Police Department
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H. Intergovernmental Coordination

H6

Transportation Agencies

La Habra’s planning and management of traffic and mobility will continue to involve coordination with a diversity of local, regional, state, and federal agencies. Elements of this program guided by the 2035 General Plan goals and policies will include:

- Encouraging 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 Plan’s goals, policies, and programs.
- Supporting and implementing improvements and programs consistent with the Orange County Transportation Authority’s Regional Transportation Plan and Sustainable Communities Strategy to conserve energy, improve air quality, and reduce greenhouse gas emissions (GHG).
- Cooperating and participating with regional, County and surrounding cities' efforts to develop an efficient regional transportation system.
- Coordination with OCTA for (1) future bus equipment needs including buses, bus shelters, bus pads/turnouts, and comparable facilities; (2) provision of the necessary vehicles, facilities, and scheduling for expanding the ACCESS Service; (3) expansion of the prepaid transit pass program; (4) participation 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; and (5) ensuring that the City Bikeway Master Plan is consistent with the County Commuter Bikeways Strategic Plan.
- Coordination with OCTA, Amtrak, and Metrolink to establish appropriate schedules and stop locations for the Go Local shuttles, including at the Amtrak/Metrolink stations.
- Working 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.
- Supporting 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.
- Coordination with OCTA and neighboring cities to ensure consistency and connectivity in regional bikeway planning.
- Supporting the extension of the existing Los Angeles Metropolitan Transit Agency (LAMTA) Gold Line fixed guideway transit system to La Habra.
- Supporting 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, as feasible.

Policy(ies) Implemented	RN 1.1, 1.6, 1.9, and 1.13; AT 1.1, 1.4 – 1.6, 1.8 - 1.10, 1.12, 2.1, and 2.2; TDM 1.6; and ITS 1.2
Responsible Departments	Community Development Department Public Works Department
H7	Multi Agencies

The City will review development applications in coordination with appropriate state and federal agencies that propose to manufacture, use, or transport hazardous materials and waste onsite. It will work with Orange County, California Highway Patrol (CHP), Caltrans, and surrounding jurisdictions to enforce laws regulating the

H. Intergovernmental Coordination

transport of hazardous materials including the restriction of hazardous materials transport to designated routes.

The City will maintain cooperative partnerships with local, state, and federal agencies and cooperate with adjoining jurisdictions in the watershed to protect, maintain, and improve water quality and the overall health of the watershed. This will include the review of proposed development projects to assure that there are no adverse impacts on local surface or groundwater quality.

Policy(ies) Implemented	W 1.6; WQ 1.7; and HW 1.7and 1.9
Responsible Departments	Community Development Department Police Department

H9	Public Safety Organizations
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The La Habra Police and Fire Departments will maintain agreements and participate with the police, sheriff, and fire departments of nearby local cities and county agencies and to ensure adequate resources, facilities, and other support services during and after disasters and emergencies. They will maintain partnerships for automatic and mutual aid agreements for the provision of fire protection and emergency medical services and conduct periodic emergency and disaster preparedness exercises to test and improve response to emergencies.

Policy(ies) Implemented	P 1.5, FS 1.5 and 1.8; NH 1.6 and 2.4; and EP 1.6 and 1.8
Responsible Departments	Police Department Fire Department

H10	Community Service Providers
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The City shall continue to work with and support County, non-profit, and private agencies in the provision of services for La Habra’s youth, seniors, working parents, and disadvantaged households. Programs should include daycare, recreation, healthcare, childhood and adult nutrition, job skills training, language, and others.

Policy(ies) Implemented	H 3.8; CI 5.1; AT 1.11; and CI 5.2 - 5.6
Responsible Departments	Community Services Department

I. Public-Private Partnerships

I1	Chamber of Commerce
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The City will work with the La Habra Chamber of Commerce to (a) participate in developing and implementing the Economic Development Strategic Plan; (b) supporting business outreach and marketing programs; (c) planning and conducting community events and celebrations; and (d) developing a source reduction, recycling, and composting technical assistance program.

I. Public-Private Partnerships

Policy(ies) Implemented	ED 2.1; CI 6.1 and 6.2; and WR 5.6
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Responsible Departments	Public Works Department Community Development Department
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I2 Solid Waste Provider

The City will work with the solid waste, collection, disposal, and recycling service provider to support efforts to maintain adequate service levels and solid waste facilities in accordance with state law. Periodically conduct a performance evaluation of the solid waste, collection, disposal, and recycling service provider to verify adequacy of service.

Policy(ies) Implemented	WR 1.1 and 1.5
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Responsible Departments	Public Works Department
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I3 Union Pacific Railroad

The City will work with Union Pacific Railroad to: (a) monitor operations and noise levels along the railroad corridor and identify measures to attenuate adverse noise levels should they occur through such methods as regulating hours of operation and speeds and train technology; (b) administer a notification and communication process to identify the types and timing for hazardous wastes transport though La Habra; and (c) explore improvements to enhance the visual quality and provide open space amenities and trails for residents consistent with maintaining operational safety and integrity.

Policy(ies) Implemented	OS 4.4; N 2.5; and HW 1.10
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Responsible Departments	Community Development Department Public Works Department
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I4 Historic Resources

The City shall continue to work with local and state organizations to support the preservation of La Habra’s historic resources. Procedures will be defined to assist property owners to attain listing of qualified resources under the appropriate register.

Policy(ies) Implemented	CR 1.4 and 2.2; and SM 1.3
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Responsible Departments	Community Development Department Community Services Department
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I5 Non-Profit and Community Housing Organizations

The City will continue to work with NeighborWorks to refer low and moderate-income households who are seeking first-time homebuyer program financial assistance or other housing services.

Policy(ies) Implemented	H 3.10
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Responsible Departments	Community Services Department
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K. Public Information

K1 Property Maintenance

Develop and distribute resource materials that educate La Habra’s residents regarding methods for property maintenance and improvement to foster upkeep of aging residential and commercial properties. These should be structured as informative “how-to” guides, or a “tool kit,” that are easily understood by non-professionals and in multiple languages. A variety of media should be used including publications, posters, instruction videos, PowerPoint presentations, and scripts for presentations and community/neighborhood seminars. They would be made available in City offices and posted on the web page.

Policy(ies) Implemented	LU 4.5 and 5.6
Responsible Departments	Community Development Department

K2 Commercial Property Design and Improvements

Supplementing the property maintenance educational materials, the City will develop a study of a commercial property that is designed and developed incorporating best practices and make it available to owners of existing commercial centers/properties to inspire consideration of reinvestments and improvements that will enhance their character and attractiveness for customers and economic vitality.

Policy(ies) Implemented	LU 5.5
Responsible Departments	Community Development Department

K3 Economic Development Outreach Media

In concert with the Economic Development Strategy (see *Near Term Implementation, B9*), the City will develop collateral supporting materials. These should be designed to provoke interest and support by local businesses and potential developers and be distributed widely through a variety of media including publications, posters, videos, PowerPoint presentations, and posting on the City’s website.

Policy(ies) Implemented	ED 1.1, 2.1, and 5.1
Responsible Departments	Community Development Department

K4 Environment, Air Quality, and Climate Change

The City will work with the SCAQMD, SCAG, Southern California Edison, Southern California Gas Company, Metropolitan Water District, and local educational institutions to develop educational media informing the community regarding air quality, water quality and scarcity, energy, climate change, waste recycling, hazardous waste disposal, and other environmental challenges and approaches to conserve resources, adapt to climate change, and live more sustainably. These will address practical and cost-feasible conservation techniques being implemented throughout the state, as well as approaches to reduce and minimize air pollution and GHG emissions. Property maintenance educational materials should be structured as informative “how-to” guides, or a “tool kit,” that is easily understood by non-professionals and in multiple languages. As many source materials have been developed by these organizations and institutions and do not need to be replicated, the City may choose to summarize the key issues and strategies and provide appropriate references or links to source documents. A diversity of formats and media may be used including publications, posters, videos, PowerPoint presentations, and posting on the City’s website.

K. Public Information

Policy(ies) Implemented	H 2.13; WS 2.8; SS 1.10; SD 1.10; WQ 1.9; WR 2.8, 3.1, 3.2, 3.4, 5.1, and 5.2; AQ 6.1 and 6.2; and E 2.11 - 2.13
Responsible Departments	Community Services Department Community Development Department Public Works Department

K5 Healthy Communities

The City will work with local health organizations to develop educational media informing the community about critical health issues facing La Habra residents and strategies to improve the health of children and adults. Programs to address the incidence of asthma, diabetes, and other diseases; obesity; and mortality by age and ethnicity should be presented to stimulate interest and participation. These may address recreational opportunities, exercise, local healthy food sources, nutrition, bicycling, health prevention, and other resources and activities available in the City. As the preceding educational media, these should be extensively illustrated and use graphics to provoke interest and action. A diversity of formats and media may be used including publications, posters, videos, PowerPoint presentations, community meetings, and posting on the City website.

Policy(ies) Implemented	LU 2.6; ED 7.6 and 7.7; AT 2.9; and OS 2.14 and 3.1
Responsible Departments	Community Services Department

K6 Community Safety

The City will continue to provide the community informational media educating the public regarding community safety issues and programs for protection and response. The risks encompass natural hazards such as seismic, geologic, flooding, and wildland fires; and man-created hazards such as exposure to hazardous materials and toxics, urban fires, pollution, vehicle and bicycle accidents, and crime. An overview of and links to sources of detailed information to enable the public to prepare for and respond to these issues will be provided (e.g., emergency food and water, brush clearance, evacuation, medical support, and so on). These will be developed with input from the City’s police and fire departments and other emergency responders. As the preceding educational media, these should be extensively illustrated and use graphics to provoke interest and action. A diversity of formats and media may be used including publications, posters, videos, PowerPoint presentations, and posting on the City website.

Policy(ies) Implemented	NH 1.5 and 2.5; EP 1.8; and HW 1.8
Responsible Departments	Community Services Department Police Department Fire Department

K7 Waste and Hazardous Waste Recycling

The City will provide materials to educate the community regarding the importance and methods for waste and hazardous waste recycling. These will describe the proper use, storage, and disposal of hazardous materials and products, and encourage the use of safer, nontoxic, environmentally friendly equivalents. Information will be provided regarding the locations for the disposal of household hazardous waste at community collection events or at designated Orange County collection centers and used motor oil at the certified oil recycling centers in the City.

K. Public Information

Policy(ies) Implemented	WR 3.3, HW 3.2 - 3.4 and 3.6
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Responsible Departments	Public Works Department
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K8	History and Culture
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The City will work with local preservation groups to develop educational media informing the community about its history and the value and importance of contributing sites and buildings. This should include information about strategies to maintain and improve historic resources, including design and engineering approaches to meet energy, air, and water sustainability objective for renovation of historic buildings. A diversity of formats and media may be used including publications, posters, videos, PowerPoint presentations, and posting on the City website.

Policy(ies) Implemented	CR 1.6, 1.10, 1.11, and 2.1
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Responsible Departments	Community Services Department
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K9	Housing Density Bonus Ordinance
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The City will inform the development community of the benefits of the Density Bonus Ordinance by:

- distributing information at the City’s one-stop permit counter at City Hall,
- including informal solicitations for developers (i.e., Requests for Proposals/Qualifications),
- discussing with both for profit and nonprofit developers from the point of initial inquiry through final project negotiating sessions, and
- posting density bonus information on the City’s website.

Policy(ies) Implemented	H 1.3 and 1.8
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Responsible Departments	Community Development Department
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E. Periodic Implementation

A diversity of programs will be implemented at intervals established by legislation or as necessary in response to changes in community issues and visions, best practices, new legislative requirements.

A. General Plan Maintenance and Monitoring	
A4	General Plan Updates

While there are no specific deadlines for updates and revisions of the General Plan, state guidelines urge that it be maintained to reflect current conditions, issues, and visions. The State Office of Planning and Research (OPR) is required to notify a city when its general plan has not been revised within eight years. If the plan has not been revised within ten years, OPR must also notify the Attorney General, who will notify the City of the legal risks for failure to maintain a legally adequate plan. An exception is the Housing Element, which is required to be revised at least every eight years (Code §65588) and certified by the State Department of Housing and Community Development (HCD).

While comprehensive revisions occur infrequently in recognition of the long-term role of the General Plan, it is important to monitor its relevance and applicability to local needs and issues as they evolve over time. At least once every five years the City should review the economic markets for commercial, industrial, and housing development; identify trends that impact or provide opportunities for the City; assess the Plan’s land use diagram, policies, and standards for their effectiveness in addressing these; evaluate traffic conditions and their correlation with land use development; and amend these where desired and necessary. As many of the General Plan’s implementation programs are dependent on available funding and evolve over time to reflect changing community needs, they should be reviewed and updated at least once each three years to assure their continuing relevancy. This is a technical revision that would not necessitate a formal amendment of the General Plan, provided that they do not alter its policies, and would best be accomplished as an integral component of the Annual General Plan Progress Report (see Imp 1.3).

Revisions and updates of the General Plan should be made in accordance with the General Plan’s Vision Statement, or as modified by future public input. Important criteria in updating the Plan should include: targeting growth to underused properties and maintaining existing neighborhoods and districts that are valued by the community, achieving a land use mix and distribution that contribute to attaining targets for greenhouse gas reduction and sustainable development, provision of adequate housing to meet regional and local growth forecasts, maintaining a balance of jobs and housing, and ensuring that growth is complemented by adequate supporting infrastructure and services.

Policy(ies) Implemented	LU 2.1, 2.4, 6.1, 6.3 - 6.5, 7.2, 11.2; CR 1.5; and CI 1.4
Responsible Departments	Community Development Department
A5	Housing Element Updates

State law requires that every jurisdiction must review and update the Housing Element to ensure it remains up to date on a regular schedule. Enactment of SB 375 revised the update cycle to eight (8) years for communities that have a regionally adopted Sustainable Communities Plan (SCS) and four (4) years without one. As SCAG

has adopted its SCS, La Habra’s future Housing Elements will be performed on this cycle.

Unlike other General Plan elements, the Housing Element must be submitted to California’s Department of Housing and Community Development (HCD) to ensure that it meets the State’s minimum requirements. One requirement for every Housing Element is to demonstrate that the local jurisdiction has made adequate provision to support the development of housing at various income levels (very low, low, moderate, and above moderate) to meet its “fair share” of the existing and projected regional housing needs.

The 2014-2021 Housing Element has been adopted concurrently with the 2035 General Plan and is appended to and a “Chapter” of this Plan by reference. Future updates may be independent of the updates of the comprehensive General Plan or elements/chapter thereof.

Policy(ies) Implemented	LU 2.1, 6.4, and 7.4
Responsible Departments	Community Development Department

B. Implementing Policy Documents and Regulatory Codes

B2	New Specific Plans
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Specific plans are tools for the systematic implementation of the General Plan and intended to implement and regulate land use and development within a specific project boundary, subject to the substantive and procedural requirements of §65450 through §65457 of the California Government Code. Specific plans are regulatory documents adopted by ordinance and all development standards contained therein are enforceable by law.

La Habra has adopted specific plans for five areas: La Habra Boulevard, Lambert/Idaho, Voit, La Habra Hills, and Euclid Street. Of these, the La Habra Boulevard Specific Plan will be revised for consistency with the 2035 General Plan as previously discussed. New specific plans may be prepared and adopted for compliance with policies requiring these for the development of large acreage properties designated for mixed-uses and higher densities to assure achievement of the intended scale, character, and quality of development. These shall be prepared in accordance with state statutes and provide physical plans for land use, mobility, and infrastructure, development standards and design guidelines, a financing program, and implementation plan. An EIR shall be prepared and future implementing projects exempt for additional review in accordance with CEQA.

The new specific plans shall be prepared based on the following principles expressed by 2035 General Plan goals and policies:

- Locate and design ground floor uses and parking to promote a high level of pedestrian use in mixed-use and high density projects;
- Establish a distinct identify and cohesive development pattern for each area;
- Development of iconic buildings and landscapes contributing to the project’s and City’s identity;
- Provide for a robust and well-designed public plazas and streetscapes;
- Incorporate development of mini transit centers or hubs (i.e., sheltered locations where several transit lines meet) in larger scale projects to facilitate convenient transfers and connections, which may include bus parking turn-ins, bus shelters and benches, signage with guide maps and schedules, vehicle, and bicycle parking if appropriate; and

B. Implementing Policy Documents and Regulatory Codes

- Protection of cultural and historic resources, where they exist
- Integration of sustainable land use development, healthy community, water and watershed management, greenhouse gas reduction, climate change measures, and hazard mitigation principles and best practice methodologies

Policy(ies) Implemented	LU 3.4, 3.7, 3.8, 11.4, 11.5, 12.3 - 12.5, 13.4 - 13.7, 14.1, and 14.2; CR 1.5; CI 2.4; AT 1.3; and WQ 1.8
Responsible Departments	Community Development Department

B4

Building and Construction Code

Periodically, review and update Chapter 15.06 Building and Construction Code of the La Habra Municipal Code for consistency with revisions of applicable state codes. As future updates and amendments of the General Plan are adopted by the City Council, the Code shall be reviewed and revised as necessary for consistency.

Policy(ies) Implemented	LU 5.1 and 5.2; and AQ 3.3
Responsible Departments	Community Development Department

B10

Development Agreements

Communities are authorized by State statute to enter into development agreements as contractual agreements between the City and developers to provide assurances to each party regarding the uses to be entitled, rules of development, and public benefits of the development project. For complex multi-year mixed-use projects, the City of La Habra may assess the appropriateness of preparing a development agreement to ensure full compliance with the 2035 General Plan's goals and policies and interests of the City are being met.

An agreement may specify its duration, permitted uses of the property, density or intensity of use, maximum height and size of proposed buildings, and provisions for reservation or dedication of land for public purposes, if required. As input, the costs of development that shall be borne by the developer, fees to be assessed, and schedule for payment shall be identified. The agreement may include conditions, terms, restrictions, and requirements for subsequent discretionary actions and may specify the timing and phasing of construction. The uses and development standards specified by a development agreement must be consistent with the 2035 General Plan and/or, where appropriate, Specific Plan.

Policy(ies) Implemented	LU 1.6 and 3.4; ED 9.3; and OS 1.5 and 2.8
Responsible Departments	Community Development Department

D. Master Plans and Public Improvements

D2

Integrated Transportation Plans

Periodically review and update master plans for transportation facilities and operations to ensure that they are adequate to meet the travel demands of La Habra's residents and achieve specified level of service and trip reduction strategies. Among the components that should be addressed are the following:

D. Master Plans and Public Improvements

Identification, funding, and scheduling of roadway improvements including re-striping, turning lanes, and intersection widening with modifications for compliance with Complete Streets requirements.

- Implementation of engineering improvements such as physical measures constructed to lower speeds, improve safety, or otherwise reduce the impacts of motor vehicles.
- Implementation of roadway noise attenuation through design, construction materials, buffers, and other physical and operational improvements.
- Signal timing coordination on all major arterials to achieve better utilization of available street capacity using advance control technology for reducing travel times, vehicle delay and overall congestion that is consistent with the OCTA Regional Traffic Signal Synchronization Master Plan.
- Identify streets where special or innovative design treatments such as roundabouts are appropriate to achieve community goals.
- Consistency of the local master plan of arterial highways with the Orange County MPAH.
- Compliance with the 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.
- Compliance with 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.
- 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.

Policy(ies) Implemented	RN 1.2 - 1.5, 1.10 - 1.12, ITS 1.2 and 1.3; NTMP 1.8; TDM 1.1; and N 2.3 and 2.4
Responsible Departments	Community Development Department Public Works Department
D5	Neighborhood Traffic Management Plans

Prepare Neighborhood Transportation Management Plans (NTMP) and implement improvements for additional areas of La Habra in response to traffic intrusion, speed, safety, and other issues impacting its residential neighborhoods. Establish a ranking system to prioritize neighborhoods for which planning and implementation should be expedited in consideration of the severity of the prevailing issues. Traffic calming measures should be identified that address the unique issues of each area and may include techniques such as street narrowing, curb extensions, roundabouts, landscaped medians, and/or radar speed feedback signs. A mechanism should be provided in the NTMP process to inform and incorporate input from residents and the general public, including the creation of a NTMP website on the City’s home page, and establish resident advisory committees in developing and supporting the plans.

Policy(ies) Implemented	NTMP 1.4 - 1.7
Responsible Departments	Community Development Department Public Works Department Police Department

D. Master Plans and Public Improvements

D6 Neighborhood Parking Management

Periodically 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.

Policy(ies) Implemented	P 1.6
Responsible Departments	Community Development Department Public Works Department Police Department

D7 Bicycle Master Plan

Periodically review and update the Bikeway Master Plan consistent with the OCTA Commuter Bikeways Strategic Plan. Implement improvements including Class-I, Class-II, or innovative bicycle trail linkages between residential areas, employment areas, schools, parks, commercial areas, and transit stations, as funding is available.

Policy(ies) Implemented	AT 2.1 and 2.3 - 2.5
Responsible Departments	Community Development Department Public Works Department

D8 Safe Routes to School Plan

Periodically assess the *Safe Routes to School Plan* (refer to *Mid to Long Term Implementation, D11, Safe Routes to School*) for its effectiveness in reducing student-vehicle accidents and improving safety in proximity to schools. Identify additional strategies that will increase safety and encourage children to walk or bike to school.

Policy(ies) Implemented	AT 3.4
Responsible Departments	Community Development Department Public Works Department Police Department

D9 Truck Route Designations

Periodically evaluate truck route designations within the City for their adequacy in supporting local businesses and compatibility with La Habra's residential neighborhoods and impacts on highway vehicle congestion and safety. Identify and revise City streets designated for truck travel in consideration of impacts that may be identified. Identify and support projects that link mitigation of truck traffic impacts and expansion of transportation system capacity.

Policy(ies) Implemented	G 1.1 and 1.2
Responsible Departments	Community Development Department Public Works Department

D10 Infrastructure Master Plans

Periodically review and update master plans for water, sewer, and storm drainage infrastructure to ensure that adequate facilities are provided to meet development demands; provide for the health, safety, and welfare of La Habra's residents and businesses; are located and designed to ensure compatibility with their setting and

D. Master Plans and Public Improvements

avoidance of hazardous environmental conditions; and implement best practices to meet sustainability, air quality, and climate change objectives. Updated master plans will be prepared to ensure compliance with applicable federal, state, and regional requirements, guidelines, plans, and implementation programs.

Objectives specified by 2035 General Plan polices to be addressed in master plan updates include the following:

- Urban Water Management Master Plan: (a) provide adequate and reliable high-quality potable water supply that meets or exceeds state and federal drinking water standards; (b) ensure potable water infrastructure that is sized adequately for storage capacity and treatment; (c) exercise and protect the City’s water rights and entitlements in perpetuity; (d) maintain a cost-effective distribution system to meet normal and emergency demands for residents; (e) employ best practices to maintain the highest possible energy efficiency in the water infrastructure system to reduce costs and greenhouse gas emissions; and (f) maintain the operation of La Habra’s water wells and continue cooperative contracts for water resources with the Metropolitan Water District of Southern California and California Domestic Water Service.
- Sewer Master Plan: (a) 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 and (b) provide sufficient wastewater conveyance, pumping, and treatment capacity for peak sewer flows and infiltration
- Storm Drain Master Plan: (a) ensure an adequate storm drainage system; (b) 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; (c) use and update best practices for stormwater management; (d) prioritize the construction of storm drainage infrastructure improvements in areas where deficient service exists to minimize flooding; and (e) design stormwater drainage systems to be environmentally sustainable, appear natural in character, and to be compatible with surrounding uses

Policy(ies) Implemented	LU 1.5; FS 1.2; WS 1.1 - 1.6 and 1.10; SD 1.1, 1.3 - 1.5 and 1.7; AQ 1.1, 2.3, 3.1, and 3.4; TDM 2.5; NH 3.5; and HW 2.1
Responsible Departments	Public Works Department Community Development Department
D11	Community Service Master Plans

The City will periodically review and update master plans, programs, and other operations of its departments and divisions including Community Development, Finance/Administration, Police, and Public Works. These will be evaluated for their adequacy in meeting existing and projected community needs and identify necessary improvements, including facilities, equipment, personnel, programs, funding sources, and timing for implementation. Updated plans shall address principles for design, sustainable development practices, healthy communities, equitable distribution, and, where appropriate shared use and consolidation, defined by the 2035 General Plan goals and policies.

D. Master Plans and Public Improvements

Policy(ies) Implemented	LU 1.5, 2.5, 2.6, 6.1, 6.2, 17.1 - 17.3, 17.6 and 17.7; and PS 1.1 - 1.4 and 1.6
Responsible Departments	All City Departments City Manager’s Office

D14 Library Facilities

The City will work with the Orange County Public Libraries (OCPL) and the La Habra Branch Library to periodically review and develop plans to meet facility and operational needs. These are evolving significantly as libraries are less dependent on providing brick-and-mortar facilities with space for hard-copy documents, and transforming to electronic and computer technology and the internet to provide access and distribute resource materials to La Habra’s residents. The role and physical form of libraries have changed and can be anticipated to change further. The City will advise OCPL regarding its future plans, ensuring that facilities are conveniently accessible to residents by walking, public transit, and other modes of transportation.

Policy(ies) Implemented	L 1.2
Responsible Departments	Community Services Department

D15 Municipal Facilities

Periodically review and, where necessary, upgrade the City’s municipal facilities for compliance with noise, air quality, climate change, and other environmental and public health and safety regulations, including efficient energy consumption and other sustainable practices. Improvements should incorporate state-of-the-art technologies to enhance the performance of internal City operations and the delivery of public services, as funding permits.

Policy(ies) Implemented	T 1.9 - 1.10; AQ 1.1, 3.5, and 4.4; and N 2.2
Responsible Departments	City Manager’s Office Public Works Department Community Development Department

D18 Emergency Response Plan

The City will periodically update the City’s Emergency Response Plan (ERP) and Hazard Mitigation Plan 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. The Plan will adhere to the compliance standards and protocol provisions for emergency response organization, communication, and incident management under National Incident Management System (NIMS) and California’s Standardized Emergency Management System (SEMS) to retain eligibility for federal and state grant and recovery funds.

The ERP will be updated with the participation of fire and police service, emergency medical aid providers, and other support services that include first-response to disasters and emergencies. The Plan will continue to provide for the City’s participation in the preparation of a countywide regional comprehensive evacuation plan to identify evacuation strategies, routes, and resources required for the safe and orderly evacuation of affected areas of the City.

D. Master Plans and Public Improvements

Policy(ies) Implemented	NH 3.7; EP 1.1 - 1.4; and HW 2.3
Responsible Departments	Police Department Fire Department

D19 Hazardous Materials Response Plan

The City will periodically update the City’s Hazardous Material Response Plan to remain current on regulatory requirements, improve hazardous waste management methods, and monitor state and federal legislation regarding household hazards waste.

Policy(ies) Implemented	HW 1.1, 1.2, 3.6 - 3.8
Responsible Departments	Public Works Department Police Department

E. Financing and Budgeting

E2 Development Fees and Exactions

Periodically review and update fees and exactions for their adequacy to provide revenue covering the costs of development, traffic improvements, infrastructure, parks, public safety, and environmental management, consistent with legislation and court cases for nexus.

Policy(ies) Implemented	LU 1.6
Responsible Departments	City Manager’s Office All City Departments

E5 Property Improvement Loans and Grants

Periodically budget and administer loans and grants to assist property owners in funding improvements of commercial properties to maintain building appearance and quality and ensure maintenance with applicable codes and ordinances as funding is available.

Policy(ies) Implemented	LU 5.6 and 11.6
Responsible Departments	Community Development Department

F. Planning Studies and Reports

F1 Economic and Fiscal Studies

Periodically conduct studies of the City’s economic health and fiscal resource as input for future updates of the General Plan and other policy and regulatory documents; administration of strategies to promote economic development, leverage commercial and industrial development; and fund community services and capital improvements. These should include assessments of:

F. Planning Studies and Reports

- The need to modify the General Plan’s land use diagram, policies, and economic development programs to achieve the community’s desired visions.
- The viability and health of La Habra’s employment-generating uses and availability of sufficient land and density to accommodate projected needs.
- The relationship between the population demographics and skills, housing affordability, and types and salaries of jobs offered in the City.
- The relationship between City-area demographic trends and effectiveness of City retail sector in serving evolving consumer needs and providing fiscal revenue support for City service and infrastructure responsibilities.
- Local workforce skills and housing affordability in relation to regional and local employment/business trends, including required worker skills and wages for growing job sectors. Identify business & workforce development targets to guide worker/business training and assistance efforts.
- Market rent and value studies and identify limits of land use intensity and property improvement that can be supported within La Habra for their consistency with designations depicted on the Land Use Diagram.

Policy(ies) Implemented	LU 2.3, 2.4, and 16.3; and ED 1.1, 4.1, 5.2 - 5.8
Responsible Departments	Community Development Department Finance Department

F2

Transportation/Mobility Studies

Periodically update traffic counts on the City’s highway network and transit ridership to facilitate planning and implementation of improvements. Include a needs analysis for the latter in order to provide optimum service to local residents and businesses. In addition, conduct research efforts to determine appropriate code changes, parking regulations, and other regulatory and technological means to achieve reduction goals for vehicle emissions and congestion.

Policy(ies) Implemented	ED 7.5; and TDM 2.1
Responsible Departments	Community Development Department

F7

Historic Resource Surveys

Develop procedures and a schedule for updating and completing existing historic resource surveys, as new resources may be identified with the passage of time over the duration of this General Plan.

Policy(ies) Implemented	CR 1.1
Responsible Departments	Community Development Department

G. City Services and Operations

G3

Parks and Recreation Facilities and Programs

The Community Services Department will periodically administer surveys to recreational service providers and park users to receive feedback on the adequacy and quality of facilities and programs. Input should be used in developing improvement plans, programs and services, and annual and/or five year budgeting.

G. City Services and Operations

Once adopted, the Parks and Recreation Master Plan (refer to *Mid- to Long-Term Implementation, D 17, Parks and Recreation Master Plan*) should be reviewed at least once each five years for its effectiveness in achieving defined objectives for park improvements and recreational programming. Deficiencies and strategies to address these should be identified.

Policy(ies) Implemented	LU 2.6, 3.6, 8.3, and 17.6; and OS 2.4, 2.6, 2.7, 2.12 - 2.14, and 4.1 - 4.3
Responsible Departments	Community Services Department
G 10	Waste Management and Recycling Programs

The City will periodically review and update the City’s Solid Waste Management Plan and Source Reduction Program in accordance with the California Integrated Waste Management Act of 1989 (AB 939/AB 341).

Policy(ies) Implemented	WR 1.2 - 1.4, 2.1, 2.4 - 2.7, 3.4, 4.1, and 5.4
Responsible Departments	Public Works Department

H. Intergovernmental Coordination

H1	School Districts
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La Habra will continue to work with the La Habra City School District, Lowell Joint School District, and Fullerton Joint Union High School District to support periodic review and updates of master education plans for the provision of adequate facilities, personnel, and programs to meet the needs of existing and future growth in the City and that they are located and designed to ensure compatibility with their setting and avoidance of hazardous environmental conditions The City shall provide information to the School District regarding anticipated development projects and their status on a continuing basis.

As comprehensive master plans are prepared and improvements proposed, La Habra shall review these and submit comments regarding potential impacts and mitigation measures. These will address such issues as traffic, parking access and student drop-off locations, noise, lighting, and their compatibility with adjoining neighborhoods and districts.

Policy(ies) Implemented	LU 1.5, 2.5, and 17.4 - 17.5; S 1.1 – 1.7; and HW 1.11
Responsible Departments	Community Development Department
H8	Public and Quasi-Public Utilities

La Habra will continue to work with external public, quasi-public and private utility and service providers (e.g., Southern California Edison and Southern California Gas Companies and telecommunications companies) in supporting periodic updates of their plans and programs to ensure that adequate facilities and improvements are provided to meet community needs. Improvements should be located and designed to complement community character. The City will encourage that utility companies implement practices and improvements that reduce air and GHG emissions and employ sustainable best practices (Low Impact Development, water and energy

H. Intergovernmental Coordination

conservation, and so on). The City shall promote and support the undergrounding of utilities and require that facility and property improvements be designed for physical and visual compatibility with their contextual setting.

As comprehensive master and facility plans are prepared and improvements proposed, La Habra shall review these and submit comments regarding potential impacts and mitigation measures to ensure that their facilities and improvements meet community needs and are located and designed to complement community character.

Policy(ies) Implemented	LU 1.5, 17.2, 17.4, and 17.10; CI 2.10; E 1.1, 1.2, 2.1 and 2.6; T1.1 - 1.3; and AQ 2.2, 2.3, and 3.1
Responsible Departments	Community Development Department Public Works Department

F. Mid- to Long-Term Implementation

This section describes programs to be initiated and administered as priorities are established by the City Council and funding is available. While expected to be implemented five years following adoption of General Plan 2035 or later, the City Council could prioritize their implementation at an earlier date in response to community needs and available financial resources.

B. Implementing Policy Documents and Regulatory Codes

B7	Design Guidelines
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The design and quality of proposed development projects are subject to review by the City’s Community Development staff and Planning Commission during the development review process. The adopted specific plans incorporate design guidelines that can be used as criteria for this review and, as new specific plans are prepared for the mixed-use areas specified by the 2035 General Plan’s Land Use policies, these will address other areas of the City.

Numerous 2035 General Plan policies establish design benchmarks and criteria that must be considered in entitling development. At a minimum, the La Habra Boulevard Specific Plan’s design guidelines will be reviewed and revised to ensure consistency with these following adoption of the Plan (refer to *Near Term Implementation, B2 Specific Plan Revisions*). In consideration of the scope and importance of the Plan’s design-focused policies, the City may elect to prepare additional design guidelines for areas not covered by the specific plans. These may address such categories of uses as:

- Multi-family residential
- Mixed-use development projects
- Industrial business parks and industrial-commercial development projects
- Historic residential neighborhoods

The content of a design guidelines document should be developed to address the unique issues and objectives for the use of the targeted specific plan locations and/or focused-use categories. They should consider such items as building location, relationships to other structures on a property, and public streetscapes and plazas; architectural design (height, building bulk and mass, façade treatment and fenestration, entry treatment, materials, colors, and so on); landscape; parking location and structure design; and application of sustainable site development and design practices.

Policy(ies) Implemented	LU 4.4, 7.3, 9.1, 11.7, 14.2, 16.7, and 16.9; and CI 2.1 - 2.4, 3.3, and 3.4
Responsible Departments	Community Development Department

D. Master Plans and Public Improvements

D3

Public Streets Improvement Plans

The improvement of La Habra’s street frontages and sidewalks is an important objective expressed by 2035 General Plan policies to enhance the quality and walkability of neighborhoods and districts, while contributing to improved public health for all residents. A high priority is placed on citywide connectivity and improvements in the key districts of the City identified by the Plan including the Downtown Core, higher density mixed-use centers, and residential neighborhoods with deteriorated or disconnected sidewalks and poor landscaping.

In the first two cases, streetscape improvements should be addressed as an integral component of updated or newly prepared specific plans for these locations. Their costs should be borne primarily by development, as permitted by nexus requirements, and/or establishment of Community Services Districts (CSDs) For the residential neighborhoods and remaining commercial and industrial areas, the City should identify priority locations for improvements in consideration of needs, budget availability, and local support for establishment of a CSD. Streetscape improvements in these areas would be subject to the development of a master plan by the City that identifies improvements, funding sources, and a schedule for implementation.

The content of streetscape master plans, whether a part of a specific plan or separate document, should be developed to address the unique conditions and objectives for each area. They should specify such items as sidewalk connectivity within the planning area and to external destinations (adjoining uses, parks, schools, and so on), street crossings, paving/hardscape materials, design treatments, trees and planted landscapes, irrigation, wayfinding signage, lighting, pedestrian amenities (benches, trash receptacles, and other street furniture, public art, and drainage. Transit shelters, bicycle parking/storage, and amenities should be incorporated in appropriate locations. Improvements should be designed in accordance with best practices for sustainability including use of permeable hardscapes, native and drought-tolerant landscape materials, low-water irrigation, toxic removal drainage systems (bioswales), low-energy lighting, recycled materials, and so on. All pedestrian circulation systems shall be designed to provide accessibility by persons with disabilities consistent with Americans with Disabilities Act (ADA) and State requirements.

Policy(ies) Implemented	LU 7.5, 7.6, 11.9, 11.10, and 13; CI 2.5 and 2.6; and AT 1.14 and 1.15, 3.1, 3.3, and 3.5 - 3.7
Responsible Departments	Community Development Department Public Works Department

D8

Safe Routes to School Plan

Safe Routes to School programs are designed to decrease traffic and pollution and increase the health of children and the community. The program promotes safe walking and biking to school through education, community engagement, and encouragement to increase the appeal of alternative transportation. The program also addresses the safety concerns of parents by encouraging greater enforcement of traffic laws, educating the public, and exploring ways to create safer routes to school. As funding is available, La Habra should develop and implement a Strategic Safe Routes to School plan, allowing the City to prioritize actions and methodically address making it safer for students to walk and/or bike to school A plan will also enable the City to qualify for Safe Routes to School funds, leverage additional resources, and achieve regional and state transportation and health goals.

D. Master Plans and Public Improvements

Policy(ies) Implemented	AT 3.4
Responsible Departments	Community Development Department Public Works Department Police Department

D12	Parks and Recreation Master Plan
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Prepare and adopt a Parks and Recreation Master Plan to carry out the goals and policies of the 2035 General Plan, including:

- Prioritizing the development of new parks and recreational facilities with community needs
- Maintaining a diverse and accessible system of parks and recreation facilities throughout La Habra
- Promoting 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
- Promoting 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
- Ensuring parks, recreation, and community centers are located and designed for compatibility with adjacent uses addressing such issues as noise, lighting, and parking
- Requiring that new parks be designed and existing parks retrofitted over time to incorporate sustainable development and landscape practices that reduce water and energy consumption
- Requiring that new parks be 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
- Connecting recreational facilities, residential neighborhoods, and key commercial and activity centers, to the extent feasible, with walking paths, trails, and bikeways
- Developing a regional trail system in cooperation with the railroad company, Orange County Public Works, and the adjacent jurisdictions
- Developing 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

Policy(ies) Implemented	LU 2.6, 3.6, 8.3, and 17.6; and OS 2.3, 2.4, 2.6, 2.7, 2.12 - 2.14, and 4.1 - 4.3
Responsible Departments	Community Services Department

D 13	Union Pacific Railroad Corridor Plan
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Develop a master plan for the redevelopment of the Union Pacific railroad right-of-way on transfer to or acquisition by the City as a recreation amenity for La Habra’s residents. The plan should provide for the development of trails, passive, and active recreational facilities, and be linked to adjoining neighborhoods. Prior to City acquisition, work with the Railroad company to explore opportunities for landscape improvements that visually enhance the corridor, compatibility with adjoining residential neighborhoods, and provide recreation improvements that maintain the integrity of railroad operations and community safety.

D. Master Plans and Public Improvements

Policy(ies) Implemented	LU 2.6; LU 3.6; CR 2.9; and OS 4.4
Responsible Departments	City Manager’s Office Community Development Department Community Services Department Public Works Department

D16 Neighborhood Identity Program

As priorities are established and funding is available, the City will work with resident and business groups to develop guidelines and implementation programs (including funding sources) for the establishment of distinct identities for residential neighborhoods and key districts of the City through signage, landscape improvements, pedestrian amenities, and other contributing elements.

Policy(ies) Implemented	CI 1.2
Responsible Departments	Public Works Department Community Development Department

D17 Community Signage Program

As priorities are established and funding is available, the City will develop a plan and identify funding sources for the implementation of a community signage program that identifies districts and important sites and uses (Civic Center, Children’s Museum, and parks) and contributes to wayfinding. It will be designed to convey the character, history, and culture of La Habra and incorporate a distinctive logo that will be recognizable throughout Orange County and the region.

Policy(ies) Implemented	CI 1.3, 2.7, and 3.1
Responsible Departments	Public Works Department Community Development Department

D20 Urban Forest Management Plan

The City will prepare and adopt a Urban Forest Management Plan to carry out the goals and policies of the 2035 General Plan, including:

- 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.
- Establish and administer a plan to manage and care for publicly-owned trees located in parks, parkways, and medians.
- Encourage the preservation of trees in existing and new development projects that are suitable nesting and roosting habitat for resident and migratory bird species.
- 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.
- 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.

D. Master Plans and Public Improvements

- Encourage the use of native and drought tolerant plant materials, including native tree species, in public and private landscaping and re-vegetation projects.

Policy(ies) Implemented	BR 1.6 - 1.11
Responsible Departments	Community Services Department Community Development Department Public Works Department

F. Planning Studies and Reports

F3	Alternative Irrigation Source Study
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Conduct a study to investigate alternative sources of water for irrigation of landscaped and/or park areas such as the use of reclaimed water, stored rainwater, or grey water

Policy(ies) Implemented	WS 2.2
Responsible Departments	Public Works Department

F4	Waste Management Studies
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The City will conduct studies to consider the feasibility of implementing expanded waste recycling programs including:

- A study to determine the feasibility of a waste exchange program in La Habra for unusable products (e.g., paints, cleaning products, and gardening products) and identify end markets for materials with recycling potential (e.g., high volume materials such as latex paints); and
- A study to determine the feasibility of establishing a network to promote the City’s source reduction, recycling, and composting goals and programs. This study should determine if developing a program to issue awards and recognition to those that establish, show leadership, or participate in source reduction and recycling programs is warranted.

Policy(ies) Implemented	WR 5.3 and 5.7; and HW 3.8 and 3.9
Responsible Departments	Public Works Department

F5	Neighborhood Parks Study
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Conduct a study identifying potential actions to expand parks within existing residential neighborhoods. This should identify neighborhoods in the greatest need for park improvements and, in these, properties that are suitable for acquisition and/or dedication as parklands. These may include vacant and remnant properties and those occupied by physically or economically blighted uses and structures. Strategies for acquisition and development may include the use of public funds (Quimby fees, General Fund, Community Services District, grants from governmental and/or non-profit agencies), and joint partnerships with private developers. Based on the findings of the study, prepare an implementation plan as funding becomes available.

F. Planning Studies and Reports

Policy(ies) Implemented	LU 8.3
Responsible Departments	Community Services Department Public Works Department Community Development Department
F6	Open Space Acquisition Study

The City will conduct a study exploring opportunities for the acquisition of new open space areas through the participation in the NCCP/HCP as lands are redeveloped in the City that can be maintained or remediated for habitat and species natural resource preservation, provided there is minimal liability or extraordinary short- or long-term maintenance costs for the City.

Policy(ies) Implemented	OS 1.2
Responsible Departments	Community Services Department Community Development Department

I. Joint Public-Private Partnerships

I4	Historic Resource
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The City will support the Chamber of Commerce, Orange County Historical Society, and other organizations in planning for the development of a self-guided tour book and signage for the City’s historic properties and buildings.

Policy(ies) Implemented	CR 2.3; and CI 2.7 and 2.8
Responsible Departments	Community Services Department

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Appendix A

ADDRESSING CLIMATE CHANGE

The La Habra General Plan 2035 strives to establish development patterns consistent with the existing community character, provide multiple modes of transportation, and construct infrastructure that is sustainable and environmentally friendly through improvements that achieve reduction of such elements as energy use, water consumption, and greenhouse gas emissions. 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 General Plan 2035 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. The following summarizes the Plan’s goals and policies contributing to these goals.

OBJECTIVE

Reduction of vehicle trips and GHG emissions through land use mix and density and alternative transportation modes

CAP REDUCTION MEASURES

R2-T1: Land use based trips and VMT reduction policies

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

- LU 2.4 Balancing Jobs and Housing
- LU 3.1 Sustainable Development Pattern
- LU 3.2 Uses to Meet Daily Needs
- LU 3.3 A Vigorous and Active Downtown
- LU 3.4 Concentrated Nodes on Arterial Corridors
- LU 5.4 Sustainable Sites and Land Development
- LU 6.5 Jobs-Housing Balance
- LU 7.5 Walkable Neighborhoods
- LU 7.6 Neighborhood Connectivity
- LU 12.1 Land Use Mix (Mixed-Use Corridors)
- LU 13.1 Land Use Mix (Central District)
- LU 16.3 A Balance of Jobs and Housing (Industrial and Mixed Commercial-Industrial Districts)

OBJECTIVE

Reduction of vehicle trips and GHG emissions through land use mix and density and alternative transportation modes

Chapter 3 Mobility/Circulation

- AT 1.3 Transit Centers
- AT 1.4 Park and Ride Lots
- AT 1.8 Go Local
- AT 1.9 Passenger Rail
- AT 1.12 Bus Rapid Transit
- AT 1.13 Transit Oriented Developments
- AT 2.1 Bikeway Master Plan
- AT 2.4 Bike Trail Linkages
- AT 2.6 Pathway Easements
- AT 2.9 Facilities Supporting Bicycle Riders
- AT 2.10 Health Through Bicycling
- AT 3.1 Pedestrian Network
- AT 3.2 Pedestrian Linkages
- AT 3.6 Pedestrian Connectivity
- TDM 1.1 Sustainable Communities Strategy
- TDM 1.2 TDM Participation
- TDM 1.3 GHG Emission Targets
- TDM 1.4 Commute Trip Reduction
- TDM 2.1 Alternative Transportation Technologies
- TDM 2.2 Alternative Transportation Modes

Chapter 6 Conservation/Natural Resources, D. Air Quality and Climate

- AQ 2.1 Land Use and Urban Form
- AQ 2.2 Infill and Mixed-Use Development
- AQ 4.1 Transportation

CAP REDUCTION MEASURES

R2-T2: Bicycle infrastructure

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

- LU 11.11 Bicycle Facilities
- LU 16.6 Bicycle Facilities

Chapter 3 Mobility/Circulation

- AT 2.1 Bikeway Master Plan
- AT 2.2 Regional Bikeways
- AT 2.3 Bikeway Network
- AT 2.4 Bike Trail Linkages
- AT 2.5 Class I Bicycle Routes
- AT 2.6 Pathway Easements

OBJECTIVE

Reduction of vehicle trips and GHG emissions through land use mix and density and alternative transportation modes

- AT 2.7 Alternative Routes
- AT 2.8 Bicycle Parking
- AT 2.9 Facilities Supporting Bicycle Riders
- AT 2.10 Health Through Bicycling

CAP REDUCTION MEASURES

R2-T3: Electric vehicle incentives programs

CONTRIBUTING POLICIES

Chapter 3 Mobility/Circulation

- TDM 2.5 Alternative Fuel Facilities

Chapter 6 Conservation/Natural Resources, D. Air Quality and Climate

- AQ 4.5 Zero-Emission and Low-Emission Vehicle Use

CAP REDUCTION MEASURES

R3-T1: Municipal fleet alternatives vehicles

CONTRIBUTING POLICIES

Chapter 3 Mobility/Circulation

- TDM 2.4 Alternative Fuels

Chapter 6 Conservation/Natural Resources, D. Air Quality and Climate

- AQ 4.4 Fleet Operations
- AQ 4.5 Zero-Emission and Low-Emission Vehicle Use

OBJECTIVE

Reduction of energy generation and consumption contributing to the reduction of GHG emissions

CAP REDUCTION MEASURES

R2-E1: New construction residential energy efficiency requirements

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

- LU 5.1 Regulating Sustainable Development
- LU 5.2 Sustainable Building Practices
- LU 5.4 Sustainable Sites and Land Development

Chapter 4 Infrastructure, E. Energy

- E 2.2 Title 24 Energy Efficiency
- E 2.3 California Green Building Standards Code
- E 2.5 City Operations

Chapter 6 Conservation/Natural Resources, D. Air Quality and Climate

- AQ 2.1 Land Use and Urban Form
- AQ 2.7 New Development

OBJECTIVE

Reduction of energy generation and consumption contributing to the reduction of GHG emissions

CAP REDUCTION MEASURES

R2-E2: New construction residential renewable energy

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

- E 2.8 Renewable Energy
- E 2.9 Solar Access

CAP REDUCTION MEASURES

R2-E3: Residential energy efficiency retrofits

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

- E 2.8 Renewable Energy

CAP REDUCTION MEASURES

R2-E4: Residential renewable energy retrofits

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

- E 2.8 Renewable Energy

CAP REDUCTION MEASURES

R2-E5: New commercial energy efficiency requirements

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

- LU 5.1 Regulating Sustainable Development
- LU 5.2 Sustainable Building Practices
- LU 5.4 Sustainable Sites and Land Development

Chapter 4 Infrastructure, E. Energy

- E 2.2 Title 24 Energy Efficiency
- E 2.3 California Green Building Standards Code

Chapter 6 Conservation/Natural Resources, D. Air Quality and Climate

- AQ 2.1 Land Use and Urban Form
- AQ 2.7 New Development

CAP REDUCTION MEASURES

R2-E6: New commercial/industrial renewable energy

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

- E 2.8 Renewable Energy
- E 2.9 Solar Access

OBJECTIVE

Reduction of energy generation and consumption contributing to the reduction of GHG emissions

CAP REDUCTION MEASURES

R2-E7: Commercial/industrial energy efficiency and renewable energy retrofits

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

E 2.8 Renewable Energy

CAP REDUCTION MEASURES

R2-E8: Municipal energy efficiency retrofit projects

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

E 2.5 City Operations

E 2.8 Renewable Energy

CAP REDUCTION MEASURES

R3-E1: Energy efficient development and renewable energy deployment facilitation and streamlining

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

E 2.7 Energy Efficient Design

E 2.8 Renewable Energy

E 2.9 Solar Access

Chapter 6 Conservation/Natural Resources, D. Air Quality and Climate

AQ 3.6 Preference for Reduced Emission Equipment

CAP REDUCTION MEASURES

R3-E2: Energy efficiency training and public education

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

E 2.12 Public Awareness

E 2.13 Sustainable Development and Energy Conservation Education

CAP REDUCTION MEASURES

R3-E3: Energy efficiency and solar energy financing

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

E 2.8 Renewable Energy

E 2.9 Solar Access

OBJECTIVE

Reduction of energy generation and consumption contributing to the reduction of GHG emissions

CAP REDUCTION MEASURES

R3-E4: Cross-jurisdictional coordination

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

- E 1.1 Adequate Services and Facilities
- E 2.11 Cross-Jurisdiction Coordination

CAP REDUCTION MEASURES

R3-E5: Alternative energy development plan

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

- E 2.1 Service Providers
- E 2.8 Renewable Energy

OBJECTIVE

Reduction of GHG emissions from area sources

CAP REDUCTION MEASURES

R2-A1: Electric landscape equipment program

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, E. Energy

- E 2.12 Public Awareness
- E 2.13 Sustainable Development and Energy Conservation Education

CAP REDUCTION MEASURE

R3-A1: Expand City tree planting

CONTRIBUTING POLICIES

Chapter 6 Conservation/Natural Resources, A. Biological Habitat

- BR 1.8 Tree Preservation
- BR 1.9 Enhanced Development Landscape
- BR 1.13 Site Assessments

CAP REDUCTION MEASURE

R3-A2: Heat island plan

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

- LU 14.2 Places of Community and Neighborhood and Activity
- Chapter 4 Infrastructure, E. Energy**
- E 2.7 Energy Efficient Design

OBJECTIVE

Reduced water consumption and impacts on energy use and GHG emissions

CAP REDUCTION MEASURE

R2-W1: Water use reduction initiative

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, A. Water System

- WS 1.6 Best Practices
- WS 2.1 Water Conservation Standards and Programs
- WS 2.2 Recycled Water
- WS 2.3 Water Efficient Landscaping
- WS 2.4 Water Conservation Irrigation
- WS 2.5 Water Conservation Devices
- WS 2.6 Artificial Turf
- WS 2.7 Public Facilities
- WS 2.8 Economic Incentives

Chapter 4 Infrastructure, D. Water Quality

- WQ 1.3 Low Impact Development
- WQ 1.5 New Development

CAP REDUCTION MEASURE

R3-W1: Water efficiency training and education

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, A. Water System

- WS 2.1 Water Conservation Standards and Programs

Chapter 4 Infrastructure, D. Water Quality

- WQ 1.9 Education

OBJECTIVE

Reduced solid waste generation and increased materials recycling

CAP REDUCTION MEASURE

R2-S1: City diversion program

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, G. Solid Waste Management and Recycling

- WR 1.2 AB 939 and 50 Percent Diversion
- WR 1.3 Business and Industry Source Reduction Measure
- WR 1.4 Waste Diversion
- WR 1.5 Waste Collection Performance
- WR 1.6 New Construction and “Recycled Materials Use
- WR 1.7 Adaptive Reuse of Existing Buildings
- WR 2.1 AB 341 and 70 Percent Recycling
- WR 2.2 City’s Role

OBJECTIVE

Reduced solid waste generation and increased materials recycling

- WR 2.3 Procurement Policy
- WR 2.4 Sustainable Products
- WR 2.5 Recycling Collection Centers
- WR 2.6 Waste Hauler
- WR 2.7 Compost Markets and Distribution
- WR 2.8 Grasscycling
- WR 2.9 Recycled Tires and Road Base
- WR 4.1 Recycling and Reuse of Construction Waste
- WR 5.2 Public Education

CAP REDUCTION MEASURE

R3-S1: Encourage increased efficiency of the gas to energy system at landfills

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, G. Solid Waste Management and Recycling

- WR 1.2 AB 939 and 50 Percent Diversion
- WR 2.1 AB 341 and 70 Percent Recycling

CAP REDUCTION MEASURE

R3-S2: Waste education program

CONTRIBUTING POLICIES

Chapter 4 Infrastructure, G. Solid Waste Management and Recycling

- WR 5.1 City Recycling Locations and Programs
- WR 5.2 Public Education
- WR 5.3 Network of Community Leaders
- WR 5.4 Network of Community Volunteers
- WR 5.5 School District Curriculum

Appendix B

ADDRESSING HEALTHY COMMUNITIES

The La Habra General Plan 2035 contains goals and policies throughout its chapters and sections to establish an environment that promotes physical activity, reduces air pollution, provides transportation choices, makes healthy foods accessible, maintains public safety, and access to necessary health services. The scope of policies contributing to a healthy La Habra are inextricably related to and overlap many of those addressing sustainability and climate change objectives presented in the preceding appendices. The following summarizes the principal objectives for health and identifies the Plan's goals and policies contributing to meet these, many of which duplicate those addressing Climate Change as listed in Appendix A.

OBJECTIVE

Increased physical activity as a means to reduce rates of obesity, heart disease, diabetes, and other health-related issues

STRATEGY

Provide for the development of a land use mix and densities that facilitates walking and bicycling in lieu of automobile use

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

- LU 3.1 Sustainable Development Pattern
- LU 3.2 Uses to Meet Daily Needs
- LU 3.3 A Vigorous and Active Downtown
- LU 3.4 Concentrated Nodes on Arterial Corridors
- LU 3.5 Complete and Livable Neighborhood
- LU 3.8 Cohesive and Integrated Development
- LU 5.4 Sustainable Sites and Land Development
- LU 6.5 Jobs-Housing Balance
- LU 7.5 Walkable Neighborhoods
- LU 7.6 Neighborhood Connectivity
- LU 11.2 Compact and Vital Commercial Development
- LU 11.10 Connectivity to Neighborhoods (Commercial Corridors and Districts)
- LU 13.1 Land Use Mix (Downtown)
- LU 13.6 Connectivity (Downtown)
- LU 13.7 Integrated and Cohesive Development (Downtown)
- LU 14.2 Places of Community and Neighborhood Identity and Activity (Mixed-Use Centers)
- LU 16.4 Supporting Uses (Industrial and Commercial-Industrial Districts)

OBJECTIVE

Increased physical activity as a means to reduce rates of obesity, heart disease, diabetes, and other health-related issues

STRATEGY

Provide for the development of parks, trails, and community facilities distributed throughout La Habra supporting active, healthy recreation and activities

CONTRIBUTING POLICIES

- LU 2.6 Places that Support Healthy Lifestyles
- LU 3.6 Connected Greenways Network
- LU 8.3 Parks and Open Space Amenities (Single-Family Neighborhoods)
- LU 9.2 Amenities (Multi-Family Neighborhoods)
- LU 17.6 Parks and Open Spaces

Chapter 3 Mobility/Circulation

- AT 1.11 Railroad Right-of-Way

Chapter 5 Community Services, A. Open Space, Parks, Trails, and Recreation

- OS 2.1 Parkland Standard
- OS 2.2 Incentives for Additional Parks
- OS 2.4 Park Types
- OS 2.5 New Parks and Recreational Facilities
- OS 2.6 Infill Areas
- OS 2.7 Streetscape Parks
- OS 2.10 Quimby Act Park Fees and/or In-Lieu Dedication
- OS 2.11 School Facilities and Joint Use Agreements
- OS 2.14 Healthy Parks
- OS 2.17 Private Commercial Recreational Facilities
- OS 3.1 Recreational Programs and Services
- OS 3.2 Youth, Adults, and Seniors (Recreational Programs)
- OS 3.4 Collaboration with Non-City Recreation Providers
- OS 4.1 Connections (Trails)
- OS 4.2 Linear Park/Greenbelt
- OS 4.3 Regional Trail System
- OS 4.4 Railroad Corridor Trails

OBJECTIVE

Affordable, safe, integrated, and location-efficient housing

STRATEGY

Provide for the development of a variety of housing choices for all residents that contributes to quality, safe, and healthy neighborhoods for living and participating as a part of a greater community.

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

- LU 2.1 Places to Live
- LU 7.1 Neighborhood Conservation
- LU 7.2 New Residential Development
- LU 7.4 Senior Housing
- LU 7.8 Safety (Neighborhood)
- LU 7.9 Housing Maintenance
- LU 7.10 Code Enforcement
- LU 12.1 Land Use Mix (Mixed-Use Corridors and Districts)
- LU 13.1 Land Use Mix (Central District)

Chapter 2 Community Development, C. Housing

- H 1.2 Integrated Strategy for Development (Housing)
 - H 1.3 Support Private Sector Housing Development
 - H 1.4 Variety of Housing
 - H 1.5 Market and Non-Market Housing Production Needs
 - H 1.8 Mixed-Use Development
 - H 2.6 Standard Condition of Housing
 - H 2.10 Preservation of Affordable Housing
 - H 2.11 Regulation and Enforcement for Maintenance
 - H 3.1 Equal Housing Opportunity
-

OBJECTIVE

A variety of community services, events, and celebrations that support and nurture the quality of life for residents of all ages

STRATEGY

Maintain existing and provide new community services and events to meet the needs and enrich the lives of La Habra’s residents

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

- LU 2.5 Places Supporting the Quality of Life
- LU 4.6 Care Facilities
- LU 4.7 Assembly Facilities

Chapter 2 Community Development, B. Economic Development

- ED 7.1 Adult Health and Lifestyle Enrichment Programs
- ED 7.2 Child Health and Lifestyle Enrichment Programs
- ED 7.3 Pre-Teen through Young Adult Health and Lifestyle Enrichment Programs

Chapter 2 Community Development, E. Community Identity

- CI 5.1 Programs for the Youth
- CI 5.2 Family Programs
- CI 5.3 Working Parents
- CI 5.4 Healthcare Counseling

Chapter 5 Community Services, A. Open Space, Parks, Trails, and Recreation

- OS 2.3 Park Types
- OS 3.1 Recreational Programs and Services

Chapter 5 Community Services, B. Libraries

- L 1.1 Library Services, Facilities, and Programs
- L 1.2 Library Access
- L 1.3 Multi-Functional Use (Libraries)
- L 1.4 Joint Use (Libraries)

Chapter 5 Community Services, D. Police Services

- PS 1.1 Response Time (Police Service)
- PS 1.4 Operations and Facilities (Police Service)
- PS 1.10 Education and Crime Prevention
- PS 1.12 Community Policing

Chapter 5 Community Services, E. Fire Service

- FS 1.1 Support Fire Service Provider

OBJECTIVE

A transportation system that supports safe, healthy, and active lifestyles

STRATEGY

Develop multi-modal connectivity between neighborhoods, business districts, employment centers, the downtown, parks, and schools

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

LU 3.1 Sustainable Development Pattern

Chapter 3 Mobility/Circulation

- RN 1.11 Complete Streets
- AT 1.1 Public Transportation Availability
- AT 1.2 Transit Accessibility
- AT 1.3 Transit Centers
- AT 1.4 Park and Ride Lots
- AT 1.5 Transportation Assistance
- AT 1.6 Prepaid Transit Passes
- AT 1.7 Curb-to-Curb Public Transportation
- AT 1.12 Bus Rapid Transit
- AT 1.14 Transit Amenities
- AT 1.15 New Development Transit Facilities

STRATEGY

Develop bicycle paths and facilities that connect homes with places to shop, work, and for recreation, are safe, and provide a healthy alternative to the automobile

CONTRIBUTING POLICIES

Chapter 3 Mobility/Circulation

- AT 2.1 Bikeway Master Plan
- AT 2.2 Regional Bikeways
- AT 2.3 Bikeway Network
- AT 2.4 Bike Trail Linkages
- AT 2.5 Class I Bicycle Routes
- AT 2.6 Pathway Easements
- AT 2.7 Alternative Routes
- AT 2.8 Bicycle Parking
- AT 2.9 Facilities Supporting Bicycle Riders
- AT 2.10 Health through Bicycling

OBJECTIVE

A transportation system that supports safe, healthy, and active lifestyles

STRATEGY

Develop a high-quality pedestrian network created to make walking a pleasant, safe, and preferred alternative to the automobile

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

- LU 3.6 Connected Greenways Network
- LU 7.5 Walkable Neighborhoods
- LU7.6 Neighborhood Connectivity
- LU 9.4 Streetscapes (Multi-Family Neighborhoods)
- LU 11.9 Retail Streetscapes
- LU 11.10 Connectivity to Neighborhoods (Commercial Corridors and Districts)
- LU 13.6 Connectivity (Downtown Core)

Chapter 2 Community Development, E. Community Identity

- CI 2.5 Attractive and Walkable Streets

Chapter 3 Mobility/Circulation

- AT 3.1 Pedestrian Network
- AT 3.2 Pedestrian Linkages
- AT 3.3 Accessible Facilities
- AT 3.5 Street Walkability
- AT 3.6 Pedestrian Connectivity
- AT 3.7 Pedestrian Priority Areas
- AT 3.8 Street Modification/Improvements

STRATEGY

Design a network and facilities that enable children to have safe access to schools and parks

CONTRIBUTING POLICIES

Chapter 3 Mobility/Circulation

- AT 3.4 Safe Routes to Schools

OBJECTIVE

A safe, sustainable environment

STRATEGY

Establish development patterns, building standards, and infrastructure improvements contributing to healthy air quality with reduced pollution and impacts on asthma, emphysema, and other respiratory and lung diseases

CONTRIBUTING POLICIES

Chapter 6 Conservation/Natural Resources, D. Air Quality and Climate

- AQ 2.1 Land Use and Urban Form
- AQ 2.2 Infill and Mixed-Use Development
- AQ 2.4 Land Use-Air Quality Relationship
- AQ 2.5 Buffer Emission Sources and Sensitive Land Uses
- AQ 2.7 New Development
- AQ 2.8 Emissions Reduction
- AQ 3.1 Best Practices (Infrastructure)
- AQ 3.2 Low-Impact Infrastructure
- AQ 3.3 Private Development Infrastructure
- AQ 3.4 Public Facilities
- AQ 3.5 Equipment Maintenance
- AQ 3.6 Preference for Reduced-Emission Equipment
- AQ 4.1 Transportation
- AQ 4.2 Regional Transportation System
- AQ 4.3 Interagency Coordination
- AQ 4.4 Fleet Operations
- AQ 4.5 Zero-Emission and Low-Emission Vehicle Use
- AQ 5.1 Development Dust and Particulate Emission Control
- AQ 5.2 City Operations Dust and Particulate Emission Control

STRATEGY

Establish development regulations and improvements contributing to the maintenance of sustained and healthy water quality available to meet resident needs

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

- LU 5.4 Sustainable Sites and Land Development

Chapter 4 Infrastructure, A. Water System

- WS 1.1 Urban Water Management Plan
- WS 1.5 Drinking Water Standards

Chapter 6 Conservation/Natural Resources, B. Water/Watershed/ Groundwater Recharge

- W 1.1 Protection of Water Resources
- W 1.4 Groundwater Management Plan
- W 1.5 New Development and Post-Development Stormwater Runoff

OBJECTIVE

Living wage, safe, and healthy job opportunities to support individuals and families

STRATEGY

Provide for the development of a broad variety of businesses offering diverse job opportunities for La Habra’s residents, supported by programs for improved job skills

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

- LU 2.3 Places to Work
- LU 16.1 Diversity of Uses
- LU 16.2 Business Attraction

Chapter 2 Community Development, B. Economic Development

- ED 2.1 Business Attraction
- ED 3.1 Jobs Program Coordination
- ED 3.2 Teen Job-Skills Training
- ED 3.3 Adult Job-Skills Training
- ED 4.1 Targeted Job Opportunity
- ED 4.2 Targeted Job Promotion
- ED 4.3 Targeted Job Growth
- ED 4.4 Targeted Job Hiring

OBJECTIVE

Access to healthy food and nutrition choices

STRATEGY

Provide opportunities for the community to grow, purchase, and eat locally-grown food free of pesticides

CONTRIBUTING POLICIES

Chapter 2 Community Development, A. Land Use

- LU 2.6 Places that Support Healthy Lifestyles

STRATEGY

Educate La Habra’s residents about the benefits from and methods for eating a healthy food diet

CONTRIBUTING POLICIES

Chapter 2 Community Development, B. Economic Development

- ED 7.7 Childhood Nutrition
- ED 7.8 Resident Nutrition

OBJECTIVE

Access to high quality, affordable education from preschool through college and including vocational opportunities

STRATEGY

Provide public and private educational facilities and programs for all age groups

CONTRIBUTING POLICIES

Chapter 2 Community Development, B. Economic Development

ED 3.3 Adult Job-Skills Training

ED 3.4 Worker Assistance

Chapter 5 Community Services, C. Schools

S 1.1 School Capacity

S 1.6 Technology (Schools)

S 1.7 Joint Use (Schools)

S 2.1 Higher Education Institutions

S 2.2 Continuing Vocational and Adult Education

S 2.3 Higher Education Institutions and K-12 School Districts

OBJECTIVE

Robust social and civic engagement

STRATEGY

Multi-modal connectivity between neighborhoods, business districts, employment centers, the downtown, parks, and schools

CONTRIBUTING POLICIES

Chapter 2 Community Development, E. Community Identity

CI 6.1 Calendar of Events

CI 6.2 Farmers Market

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Appendix C

GLOSSARY OF TERMS

A

Acre: Approximately 43,560 square feet.

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

Affordability Covenant: A property title agreement that places resale or rental restrictions on a housing unit.

Affordable Housing: Under state and federal statutes, housing that costs no more than 30 percent of gross household income. Housing costs include rent or mortgage payments, utilities, taxes, insurance, homeowner association fees, and other related costs.

Age in Place: The desire to continue to live in one's own home while growing older. With more emphasis on aging in place, residential visitability features enable people to remain living in their existing homes rather than having to move to a nursing home or long-term care facility. Benefits encourage opportunities for socialization and less isolation of individuals with disabilities.

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

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

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

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

Alley: An Alley is designated as a two-lane undivided, restricted access roadway, with a typical right-of-way width of 20 feet. Alleys generally provide access to private garages, parking facilities, loading docks, and other business and residential access.

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

Annexation: The incorporation of a land area into an existing city with a resulting change in the boundaries of that city.

Aquifer: An underground bed or layer of earth, gravel, or porous stone that contains water (see Groundwater).

Area Median Income: As used in California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development (HUD), “area” means metropolitan area or nonmetropolitan county. In non-metropolitan areas, the “area median income” is the higher of the county median family income.

Area Source: Technical term used in the Climate Action Plan that identifies a category of emission sources typically related to those generated by the use of landscape equipment through the combustion of gasoline and from the burning of wood in stoves and fireplaces.

Assisted Housing: Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs.

At-Risk Housing: Multi-family rental housing that is at-risk of losing its status as housing affordable for low and moderate income tenants due to the expiration of federal, state, or local agreements.

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 such as added turn lanes and the addition of travel lanes achieved by removing on-street parking and consolidating driveways. The typical right-of-way width of a six-lane Augmented Arterial Highway is 120 feet, with a roadway width from curb-to-curb of 104 feet. An eight-lane Augmented Arterial Highway has a typical right-of way width of 144 feet, with a roadway width from curb-to-curb of 128 feet.

Average Daily Traffic (ADT): Number of vehicles (cars, trucks, etc.) on a road over a 24-hour period (measured in vehicles per day).

A-Weighted Decibel or dB(A): A numerical method of rating human judgment of loudness. The A-weighted scale reduces the effects of low and high frequencies in order to simulate human hearing.

B

Best Management Practices (BMPs): Schedules of activities, prohibitions of practices, operation and maintenance procedures, and other management practices to prevent or reduce the conveyance of pollution in stormwater and urban runoff, as well as, treatment requirements and structural treatment devices designed to do the same.

Bicycle Path (Class I facility): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Lane (Class II facility): A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Route (Class III facility): A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeway: A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biodiversity: A term used to quantitatively or qualitatively describe the species richness and abundance of plants and animals within an ecosystem.

Biological Community: A naturally occurring group of different plant and animals species that live in a particular environment.

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

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

Building Height: The vertical distance from the average contact ground level of a building to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the mean height level between eaves and ridge for a gable, hip, or gambrel roof.

Buildout: Build-out: Development of land to its full potential or theoretical capacity as permitted by the Land Use Diagram, as determined by multiplying the land area for each use by the applicable residential density and non-residential floor area ratio.

C

California Department of Housing and Community Development (HCD): The state Department responsible for administering state-sponsored housing programs and for reviewing housing elements to determine compliance with state housing law.

California Department of Transportation (Caltrans): The California Department of Transportation (Caltrans) is an executive department within the State of California. Its purpose is to improve mobility across the state. Caltrans manages the state highway system (which includes Beach Boulevard, Whittier Boulevard,

and Imperial Highway in La Habra) and is actively involved with public transportation systems throughout the state

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

California Green Building Standards Code: The California Green Building Standards Code (CALGreen Code) is Part 11 of the California Building Standards Code and is the first statewide "green" building code in the US. Its purpose is to improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: (a) planning and design, (b) energy efficiency, (c) water efficiency and conservation, (d) material conservation and resource efficiency, and (e) environmental quality.

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

Carbon Dioxide: A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere.

Carbon Monoxide: A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Care Facility: Any facility, place, or building which is maintained and operated to provide non-medical residential care, day treatment, adult day care, or foster family agency services for children, adults, or children and adults, including, but not limited to, the physically handicapped, mentally impaired, incompetent persons, and abused or neglected children, and includes residential facilities, adult day care facilities, day treatment facilities, foster family homes, small family homes, social rehabilitation facilities, community treatment facilities, and social day care facilities.

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

Children: Persons under 18 years, excluding people who maintain households, families, or subfamilies as a reference person or spouse.

City: City, with a capital "C," generally refers to the government or administration of a city. City, with a lower case "c" may mean any city.

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

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD). This grant allots money to cities and counties for housing rehabilitation and community development activities, including public facilities and economic development.

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

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.

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

Complete Streets: Streets that comfortably accommodate all users, with particular emphasis on pedestrians, bicyclists, and public transportation, as well as people of all ages and physical abilities. The Complete Streets Act of 2008 (AB 1358) requires circulation elements to incorporate multimodal transportation into the General Plan.

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

Congestion Management Plan (CMP): A mechanism employing growth management techniques, including traffic level of service requirements, development mitigation programs, transportation systems management, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791,

effective August 1, 1990, requires all cities, and counties that include urbanized area, to adopt and annually update a Congestion Management Plan.

Congregate Care Housing: Generally defined as age-segregated housing built specifically for the elderly that provides services to its residents, the minimum of which is usually an on-site meal program, but which may also include housekeeping, social activities, counseling, and transportation. There is generally a minimum health requirement for acceptance into a congregate facility as most do not offer supportive health care services, thus differing from a nursing home. Residents usually have their own bedrooms and share common areas such as living rooms, dining rooms, and kitchens; bathrooms may or may not be shared.

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

Council of Governments (COG): A regional planning and review authority whose membership includes representation from all communities in the designated region. The Southern California Association of Governments (SCAG) is an example of a COG in Southern California.

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

Critical Facility: Facilities housing or serving many people which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cul-de-sac: A short street or alley with only a single means of ingress and egress at one end and with a turnaround at its other end.

D

Day-Night Average Noise Level (L_{dn}). A 24-hour average L_{eq} with a 10 dBA "penalty" added to noise levels during the hours of 10:00 P.M. to 7:00 A.M. to account for increased sensitivity that people tend to have to nighttime noise. Because of this penalty, the L_{dn} would always be higher than its corresponding 24-hour L_{eq} (e.g., a constant 60 dBA noise over 24 hours would have a 60 dBA L_{eq} , but a 66.4 dBA L_{dn}).

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

Dedication: The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for

roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city.

Dedication, In lieu of: Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Demolition: The deliberate removal or destruction of the frame or foundation of any portion of a building or structure for the purpose of preparing the site for new construction or other use.

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

Density Bonus: The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location.

Developable Land: Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Developer: An individual who or business which prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others.

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

Development Capacity: The total amount of residential units and retail, office, and industrial building square footage that may be developed as stipulated by General Plan policy, which may be equivalent to or less than the maximum build-out of the Land Use Diagram as determined by multiplying the land area for each use by the applicable residential density and non-residential floor area ratio.

Developmental Disability: A disability that originates before an individual becomes 18 years old, continues or can be expected to continue indefinitely, and constitutes a substantial disability for that individual. This includes mental retardation, cerebral palsy, epilepsy, and autism. This term also includes disabling conditions found to be closely related to mental retardation or to require treatment similar to that required for individuals with mental retardation, but does not include other handicapping conditions that are solely physical in nature.

Development Impact Fees: A fee or charge imposed on developers to pay for the costs of providing services to a new development by a governmental agency.

Development Rights: The right to develop land by a landowner that maintains fee-simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are defined by the zoning code.

Duplex: A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other.

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

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

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

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

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

E

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

Economic Vitality: Economic prosperity is a relative term. It means that overall, the economy is doing well and most people have sufficient income for essentials and perhaps a little extra. A vibrant and healthy economy ensures the fiscal and financial health of the City by providing sufficient revenue to fund services for residents.

Elderly Household: As defined by HUD, elderly households are one- or two-member (family or nonfamily) households in which the head or spouse is age 62 or older.

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

Emergency Shelter: Housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay. (California Health and Safety Code Section 50801)

Emission Standard: The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Endangered Species: A species of animal or plant is endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

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

Environmental Impact Report (EIR): A report required by the California Environmental Quality Act for general plans and proposed development projects where there is substantial evidence that the project may have a significant effect on the environment and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")

Erosion: The wearing away of land by natural forces.

Evaluation: Process by which a project's performance is determined relative to criteria developed for this purpose.

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

F

Family: One person living alone, or two or more persons related by blood, marriage, or legal adoption, or a group not exceeding five unrelated persons living together as a single housekeeping unit. A family shall also include a foster family home.

Family Group: A family group is any two or more people (not necessarily including a householder) residing together, and related by birth, marriage, or adoption. A household may be composed of one such group, more than one, or none at all. The count of family groups includes family households, related subfamilies, and unrelated subfamilies.

Family Household: A family household is a household maintained by a householder who is in a family (as defined above), and includes any unrelated people (unrelated subfamily members and/or secondary individuals) who may be residing there. The number of family households is equal to the number of families. The count of family household members differs from the count of family members, however, in that the family household members include all

people living in the household, whereas family members include only the householder and his/her relatives. See the definition of family.

Fair Market Rent (FMR): Fair Market Rents (FMRs) are freely set rental rates defined by HUD as the median gross rents charged for available standard units in a county or Standard Metropolitan Statistical Area (SMSA). Fair Market Rents are used for the Section 8 Rental Program and many other HUD programs and are published annually by HUD.

Feasible: Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

Federal Emergency Management Agency (FEMA): The Federal Emergency Management Agency (FEMA) is an agency of the United States Department of Homeland Security, whose primary purpose is to coordinate the response to a disaster that has occurred in the United States and that overwhelms the resources of local and state authorities. The governor of the state in which the disaster occurs must declare a state of emergency and formally request from the president that FEMA and the federal government respond to the disaster. The agency provides state and local governments with experts in specialized fields and funding for rebuilding efforts and relief funds for infrastructure by directing individuals to access low interest loans, in conjunction with the Small Business Administration. In addition to this, FEMA provides funds for training of response personnel throughout the United States and its territories as part of the agency's preparedness effort

Finding(s): The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

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

Fire Hazard Zone: An area where, due to slope, fuel, weather, or other fire related conditions, the potential loss of life and property from a fire necessitates special fire protection measures and planning before development occurs.

First-Time Home Buyer: Defined by HUD as an individual or family who has not owned a home during the three-year period preceding the HUD-assisted purchase of a home. Jurisdictions may adopt local definitions for first-time home buyer programs that differ from non-federally funded programs.

Fiscal Impact Analysis: A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

Flood Insurance Rate Map (FIRM): For each community, the official map on which the Federal Emergency Management Agency (FEMA) has delineated areas

of special flood hazard and the risk premium zones applicable to that community.

Flooding: A rise in the level of a water body or the rapid accumulation of runoff, including related mudslides and land subsidence, that results in the temporary inundation of land that is usually dry.

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

G

General Plan: A legal document that takes the form of a map and accompanying text adopted by the local legislative body. The plan is a compendium of policies regarding the long-term development of a jurisdiction. The state requires the preparation of seven elements or divisions as part of the plan: land use, housing, circulation, conservation, open space, noise, and safety. Additional elements pertaining to the unique needs of an agency are permitted.

Geographic Information System (GIS): A GIS is a computer system capable of assembling, storing, manipulating, and displaying geographically referenced information. A GIS allows analysis of spatial relationships between many different types of features based on their location in the landscape.

Geohazard: A risk associated with geologic processes or events.

Goal: The ultimate purpose of an effort stated in a way that is general in nature and immeasurable; a broad statement of intended direction and purpose (e.g., "Achieve a balance of land use types within the city").

Greenhouse Gases (GHGs): A balance of naturally occurring gases in the atmosphere determines the earth's climate by trapping solar heat through a phenomenon known as the greenhouse effect. GHGs, including carbon dioxide, methane, nitrous oxide, chlorofluorocarbons, and water vapor, keep solar radiation from exiting our atmosphere.

Ground Failure: Mudslide, landslide, liquefaction, or the compaction of soils due to ground shaking from an earthquake.

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

Groundwater: Subsurface water occupying the zone of saturation usually found in porous rock strata and soils (see Aquifer).

Group Quarters: A facility that houses groups of unrelated persons not living in households (U.S. Census definition). Examples of group quarters include institutions, dormitories, shelters, military quarters, assisted living facilities and

other quarters, including single-room occupancy (SRO) housing, where 10 or more unrelated individuals are housed.

H

Habitat: The physical location or type of environment in which an organism or biological population lives or occurs.

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

Hazardous Waste: Any material that because of its quantity, concentration, or physical or chemical characteristics poses a significant present or potential hazard to human health and safety or the environment if released into the work-place or environment.

HCD: California Department of Housing and Community Development

Healthy Communities: An environment that supports the healthy lifestyle of residents through physical activity, reduces air pollution, provides transportation choices, makes healthy foods accessible, maintains public safety, and access to necessary health services.

High Occupancy Vehicle: Vehicle transporting more than one person (at least one passenger, in addition to the driver).

Historic Building or Structure: See Historic Resource.

Historic Preservation: The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Historic Resource: Any object, building, structure, site, area, place, record, or manuscript which is historically or archeologically significant, or which is significant in the architectural, engineering, scientific, economic, agriculture, educational, social, political, military, or cultural history of the City of La Habra and/or California and/or the United States.

Homeless: Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort.

Home Mortgage Disclosure Act (HMDA): The Home Mortgage Disclosure Act requires larger lending institutions making home mortgage loans to publicly disclose the location and disposition of home purchase, refinance, and improvement loans. Institutions subject to HMDA must also disclose the gender, race, and income of loan applicants.

HOME Program: The HOME Investment Partnership Act, Title II of the National Affordable Housing Act of 1990. HOME is a federal program administered by HUD that provides formula grants to states and localities to fund activities that build, buy, and/or rehabilitate affordable housing for rent or home ownership or provide direct rental assistance to low-income people.

Householder: The householder refers to the person (or one of the people) in whose name the housing unit is owned or rented (maintained) or, if there is no such person, any adult member, excluding roomers, boarders, or paid employees. If the house is owned or rented jointly by a married couple, the householder may be either the husband or the wife. The person designated as the householder is the “reference person” to whom the relationship of all other household members, if any, is recorded. The number of householders is equal to the number of households. Also, the number of family householders is equal to the number of families.

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

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

Housing Problems: Defined by HUD as a household that (1) occupies a unit with physical defects (lacks complete kitchen or bathroom), (2) meets the definition of overcrowded, or (3) spends more than 30 percent of income on housing cost.

Housing Subsidy: Housing subsidies refer to government assistance aimed at reducing housing sales or rent prices to more affordable levels.

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

Hydrology: The dynamic processes of the water within an environment including the sources, timing, amount, and direction of water movement.

I

Impact: The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

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

In Situ: A Latin phrase meaning "in place." Archaeologically it refers to an artifact or object being found in its original, undisturbed position.

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

Industrial: The manufacture, production, and processing of consumer goods. Industrial is often divided into “heavy industrial” uses, such as construction yards, quarrying, and factories; and “light industrial” uses, such as research and development and less intensive warehousing and manufacturing.

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

Intensity: A measure of the amount or level of development often expressed as the ratio of building floor area to lot area (refer to Floor Area Ratio).

Intersection: A location where two or more roads meet or cross at grade.

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

J

Jobs/Housing Balance; Jobs/Housing Ratio: The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute of employed persons; less than 1.0 indicates a net out-commute of employed persons.

L

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

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

Land Use Plan Diagram: The relevant portions of a local government's general plan, which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies and, where necessary, a listing of implementing actions.

Large Household: A household with 5 or more members.

Legal Non-conforming Structure: A structure that was lawfully erected, but which does not conform with the property development regulations prescribed in the regulations for the district in which the structure is located by reason of adoption or amendment of this code or by reason of annexation of territory to the City.

Legal Non-conforming Use: A use of a structure or land that was lawfully established and maintained, but which does not conform with the use regulations or required conditions for the district in which it is located by reason of adoption or amendment of this code or by reason of annexation of territory to the City.

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

Local Government: Any chartered or general law city, chartered or general law county, or any city and county.

Local Street: A Local Street is designated as a non-arterial street with two-lanes and on-street parking. Local Streets generally have direct residential or commercial frontage, and are intended to serve adjacent land uses only. These streets are not intended to serve through traffic traveling from one street to another. The typical right-of-way width of Local Streets varies, but is generally 60 feet. Curb-to-curb width also varies, but is generally 40 feet.

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

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

M

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 104 feet. In La Habra, Beach Boulevard north of Imperial Highway is classified as a Major Arterial Highway due to its 6-lane divided configuration, although it has a right-of-way width of 142 feet and a curb-to-curb width of 114 feet.

Manufactured Homes: Housing that is constructed of manufactured components, assembled partly at the site rather than totally at the site. Also referred to as modular housing.

Market Rate Housing: Housing that is available on the open market without any subsidy. The price for housing is determined by the market forces of supply and demand and varies by location.

Market Value: For purposes of determining "substantial improvement," the replacement cost as determined by its replacement value according to the valuation figures established by the City of La Habra.

Married Couple: A married couple, as defined for U.S. Census purposes, is a husband and wife enumerated as members of the same household. The married couple may or may not have children living with them. The expression

“husband-wife” or “married- couple” before the term “household,” “family,” or “subfamily” indicates that the household, family, or subfamily is maintained by a husband and wife. The number of married couples equals the count of married-couple families plus related and unrelated married-couple subfamilies.

Mean (Average) Income: Mean (average) income is the amount obtained by dividing the total aggregate income of a group by the number of units in that group. The means for households, families, and unrelated individuals are based on all households, families, and unrelated individuals, respectively. The means (averages) for people are based on people 15 years old and over with income.

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

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

Mitigation Measures: Measures imposed on a project consistent with Section 15370 of the State Guidelines for Implementation of the California Environmental Quality Act to avoid, minimize, eliminate, or compensate for adverse impacts to the environment.

Mitigation: As defined in Section 15370 of the State Guidelines for Implementation of the California Environmental Quality Act, mitigation includes the following: (a) avoiding the impact altogether by not taking a certain action or parts of an action; (b) minimizing impacts by limiting the degree or magnitude of the action and its implementation; (c) rectifying the impact by repairing, rehabilitating, or restoring the impacted environment; (d) reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and (e) compensating for the impact by replacing or providing substitute resources or environments."

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

Mobility Status: The population was classified according to mobility status on the basis of a comparison between the place of residence of each individual to the time of the March survey and the place of residence 1 year earlier. Non-movers are all people who were living in the same house at the end of the migration period and the beginning of the migration period. Movers are all people who were living in a different house at the end of the period rather than at the beginning. Movers are further classified as to whether they were living in the same or different county, state, region, or were movers from abroad. Movers are also categorized by whether they moved within or between central cities, suburbs, and nonmetropolitan areas of the United States.

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. A Modified Major Arterial will always require removal of all on-street parking

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.

Monitoring: The systematic collection of physical, biological, or economic data or a combination of these data in order to make decisions regarding project operation or to evaluate project performance.

N

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

National Historic Preservation Act: A 1966 federal law that establishes a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.

National Register of Historic Places: The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Noise: Any undesired audible sound.

Noise Attenuation: The ability of a material, substance, or medium to reduce the noise level from one place to another or between one room and another. Noise attenuation is specified in decibels

Noise Exposure Contours: Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL is the metric utilized to describe community noise exposure for the La Habra 2035 General Plan

Non-Attainment: The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

NPDES: National Pollutant Discharge Elimination System.

O

Orange County (OC): Refers to the governing agency providing services to residents and businesses in the County of Orange.

Orange County Public Works Department (OCPW): Orange County Public Works Department includes the following core businesses: OC Engineering, OC Planning, OC Facilities, and Administration.

Orange County Sanitation District (OCSD): The Orange County Sanitation District (OCSD) administers wastewater treatment facilities that serve Orange County, California.

Orange County Transportation Authority (OCTA): The Orange County Transportation Authority (OCTA) is the public sector transportation planning body and mass transit service provider for Orange County, California.

OCTA Regional Traffic Analysis Model (OCTAM): The OCTA regional traffic analysis model (OCTAM) is used as the basis for the future traffic volume and level of service forecasts for the City of La Habra. A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. The model consists of a 3,025 traffic analysis zone (TAZ) system that 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.

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

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

Overcrowding: As defined by the U.S. Census, a household with greater than 1.01 persons per room, excluding bathrooms, kitchens, hallways, and porches. Severe overcrowding is defined as households with greater than 1.51 persons per room.

Overpayment: The extent to which gross housing costs, including utility costs, exceed 30 percent of gross household income, based on data published by the U.S. Census Bureau. Severe overpayment, or cost burden, exists if gross housing costs exceed 50 percent of gross income.

Own Children: Children in a family (sons and daughters), including stepchildren and adopted children, of the householder. Similarly, “own” children in a subfamily are sons and daughters of the married couple or parent in the subfamily. (All children shown as members of related subfamilies are own children of the person(s) maintaining the subfamily.) For each type of family unit identified in the CPS, the count of “own children under 18 years old” is limited to never-married children; however, “own children under 25” and “own children of any age,” as the terms are used here, include all children regardless of marital status. The counts include never-married children living away from home in college dormitories.

P

Para-transit: Refers to transportation services that operate vehicles, such as buses, jitneys, taxis, and vans for senior citizens, and/or mobility-impaired.

Parcel: A lot or tract of land.

Parking, Shared: A public or private parking area used jointly by two or more uses.

Parking Area, Public: An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Management: An evolving TDM technique designed to obtain maximum utilization from a limited number of parking spaces. Can involve pricing and preferential treatment for HOVs, nonpeak period users, and short-term users. (see “High Occupancy Vehicle” and “Transportation Demand Management.”)

Parking Ratio: The number of parking spaces provided per 1,000 square of floor area, e.g., 2:1 or “two per thousand.”

Permit: Any license, certificate, approval, or other entitlement for use granted or denied by any public agency.

Planning Area: The Planning Area is the land area addressed by the General Plan. Typically, the Planning Area boundary coincides with the Sphere of Influence which encompasses land both within the City limits and potentially annexable land (see Sphere of Influence).

Planning Commission: A group of people appointed by the city council that administer planning and land use regulations for the city and provide recommendations on a wide array of land use and land use policy issues.

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

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

Pollution, Non-Point: Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles.

Pollution, Point: In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

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.

Principal Arterial (Arterial Class 1): All "Principal Arterials" (Arterial Class 1) are Augmented Arterials (Smart Streets), refer to description above.

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

Public View Corridors: The line of sight—as identified as to height, width, and distance—of an observer looking toward an object of significance; the route that attracts the viewer's attention.

Public Works: (a) All production, storage, transmission, and recovery facilities for water, sewerage, telephone, and other similar utilities owned or operated by any public agency or by any utility subject to the jurisdiction of the Public Utilities Commission, except for energy facilities; (b) All public transportation facilities, including streets, roads, highways, public parking lots and structures, airports, railroads, and mass transit facilities and stations, bridges, trolley wires, and other related facilities; (c) All publicly financed recreational facilities and any development by a special district; and (d) All community college facilities.

R

Reasonable Accommodations: Both the federal Fair Housing Act (FHA) and the California Fair Employment and Housing Act (FEHA) impose an affirmative duty on local governments to make reasonable accommodations (i.e., modifications or exceptions) in the zoning laws and other land use regulations and practices when such accommodations may be necessary to afford disabled persons an equal opportunity to use and enjoy a dwelling.

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

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

Redevelop: To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad homogeneous area.

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

Regional Housing Needs Plan: A quantification by a COG or by HCD of existing and projected housing need, by household income group, for all localities within a region.

Regional Park: A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Regional Transportation Plan (RTP): A long term projection of transportation needs, services, resources, and forecasted growth for an entire region. La Habra is under the authority of the Southern California Association of Governments (SCAG) Regional Transportation Plan.

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

Research and Development Use: A use engaged in study, testing, design, analysis, and experimental development of products, processes, or services.

Residential: Land designated in the General Plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved. (See "Dwelling Unit.")

Restoration: The replication or reconstruction of a building's original architectural features, usually describing the technique of preserving historic buildings.

Revitalization: According to the dictionary: "to give new life to; to give new vigor." In a city setting, this is characterized by increases in business and resident activity, land value, and development quality that may result from the re-use of existing buildings, new construction, and/or public realm improvements including streetscapes and amenities. This may be achieved with or without changes of development density or intensity.

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

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

Risk: The danger or degree of hazard or potential loss.

S

School Districts: School districts present in the City of La Habra (2013) include: La Habra City School District, Lowell Joint School District, and Fullerton Joint Union High School District.

Second Units: Auxiliary residential units on a lot with an existing primary residential unit.

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.

Section 8 Rental Assistance Program: A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

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

Sensitive Species: Includes those plant and animal species considered threatened or endangered by the U.S. Fish and Wildlife Service and/or the California Department of Fish and Game according to Section 3 of the federal Endangered Species Act. Categories include: (a) Endangered: any species in danger of extinction throughout all, or a significant portion of, its range; and (b) Threatened: a species likely to become an endangered species within the foreseeable future throughout all, or a portion of, its range. These species are periodically listed in the Federal Register and are, therefore, referred to as "federally listed" species.

Service Needs: The particular services required by special populations, typically including needs such as transportation, personal care, housekeeping, counseling, meals, case management, personal emergency response, and other services preventing premature institutionalization and assisting individuals to continue living independently.

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

Significant Effect: A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Single: When used as a marital status category, is the sum of never-married, widowed, and divorced people. "Single," when used in the context of "single-parent family/household," means only one parent is present in the home. The parent may be never-married, widowed, divorced, or married, spouse absent.

Single-family Dwelling, Attached: A building containing two dwelling units with each unit having its own foundation on grade.

Single-family Dwelling, Detached: A building containing one dwelling unit on one lot.

Site: A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street. A lot.

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

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

Small Household: Pursuant to HUD definition, a small household consists of two to four nonelderly persons.

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

Southern California Association of Governments (SCAG): The Southern California Association of Governments is a regional planning agency which encompasses six counties: Orange, Imperial, Riverside, San Bernardino, Los Angeles, and Ventura. SCAG is responsible for preparation of the Regional Housing Needs Assessment (RHNA).

Special District: Any public agency, other than a local government, formed pursuant to general law or special act for the local performance of governmental or proprietary functions within limited boundaries. Special district includes, but is not limited to, a county service area, a maintenance district or area, an improvement district or improvement zone, or any other zone or area, formed for the purpose of designating an area within which a property tax rate will be levied to pay for a service or improvement benefiting that area.

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

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

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

Standards: (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions; for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Standard Housing: Housing that meets the minimum standards contained in the state Housing Code (i.e., provides shelter and for the health, safety, or wellbeing of occupants).

Stationary Source: A non-mobile emitter of pollution.

Stream: A topographic feature that at least periodically conveys water through a bed or channel having banks. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation.

Structure: Includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

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

Subdivision Map Act: Division 2 (Sections 66410 et seq.) of the California Government Code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")

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

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

Substantial Damage: Damage of any origin sustained by a structure whereby the cost of restoring the structure to the condition existing before damage would equal or exceed 50 percent of the market value before the damage occurred.

Substantial Repair: Any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure before such repair, reconstruction, or improvement. This term includes structures that have incurred "substantial damage" regardless of the actual repair work performed.

Supportive Housing: Housing with no limit on length of stay, that is occupied by the target population, and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. (California Health and Safety Code Section 50675.14)

Supportive Services: Services provided to residents of supportive housing for the purpose of facilitating the independence of residents. Some examples are case management, medical or psychological counseling and supervision, child care, transportation, and job training.

Sustainability: Initially, defined as development that "meets the needs of current generations without compromising the ability of future generations to meet their own needs." Over time, definitions of sustainability have evolved. Today, we think of sustainability as a three-legged-stool. Each leg represents economic, environmental, and social or human capital and each is interdependent on the others to maintain balance.

T

Tenure: A housing unit is “owned” if the owner or co-owner lives in the unit, even if it is mortgaged or not fully paid for. A cooperative or condominium unit is “owned only if the owner or co-owner lives in it. All other occupied units are classified as “rented,” including units rented for cash rent and those occupied without payment of cash rent.

Topography: Configuration of a surface, including its relief and the position of natural and manmade features.

Traffic Model: A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas (refer to OCTA Regional Traffic Analysis Model)

Transitional Housing and Transitional Housing Development: Buildings configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months. (California Health and Safety Code Section 50675.2)

Transit: The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transportation Demand Management (TDM): A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM): Individual actions or comprehensive plans to reduce traffic congestion by increasing the efficiency of the transportation system itself. Examples would include improved traffic signal timing, coordination of multiple traffic signals, or spot improvements that increase capacity of the roadway system.

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

U

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

Units In Structure: In the determination of the number of units in a structure, all housing units, both occupied and vacant, were counted. The statistics are

presented in terms of the number of occupied housing units in structures of specified size, not in terms of the number of residential structures.

Unmarried Couple: An unmarried couple is composed of two unrelated adults of the opposite sex (one of whom is the householder) who share a housing unit with or without the presence of children under 15 years old. Unmarried couple households contain only two adults.

Urban Design: The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Open Space: The absence of buildings or development, usually in well-defined volumes, within an urban environment.

U.S. Department of Housing and Urban Development (HUD): The cabinet level department of the federal government responsible for housing, housing assistance, and urban development at the national level. Housing programs administered through HUD include Community Development Block Grant (CDBG), HOME, and Section 8, among others.

W

Walkability: Walkability is a measure of how friendly an area is to walking. Walkability has health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths, sidewalks or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety, among others.

Watershed: The geographical area drained by a river and its connecting tributaries into a common source. A watershed may, and often does, cover a very large geographical region.

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

Zoning Code: The section of a community's municipal code that establishes zoning districts and regulations, as defined above. In the City of La Habra, it is Title 18 of the Municipal Code.

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

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

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*City of
La Habra*

GENERAL PLAN

