City of La Habra

GENERAL PLAN

City Of La Habra

Final Environmental Impact Report

For: General Plan 2035

Certified January 21, 2014

SCH #2013051092















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ENVIRONMENTAL IMPACT REPORT
(AS AMENDED)
FOR:

LA HABRA GENERAL PLAN UPATE

VOLUME I

STATE CLEARINGHOUSE NO: 2013051092

Prepared for:

CITY OF LA HABRA

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Abbreviations and Acronyms

AAQS	ambient air quality standards
AB	Assembly Bill
ACM	asbestos-containing materials
ADT	average daily traffic
af	acre-foot
afy	acre-feet per year
AHERA	Asbestos Hazard Emergency Response Act
amsl	above mean sea level
AQMP	air quality management plan
ASTM	American Society for Testing and Materials
BAU	business as usual
bcfd	billion cubic feet per day
bgs	below ground surface
BMP	best management practices
BTU	British thermal unit
CAA	Clean Air Act
CalARP	California Accidental Release Prevention Program
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Code
Cal/OSHA	California Occupational Safety and Health Administration
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CAP	climate action plan
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CCW	Coyote Creek Watershed
CDWC	California Domestic Water Company
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFR	Code of Federal Regulations

Abbreviations and Acronyms

CGS	California Geologic Survey
CGV	Compass Growth Vision
CHP	California Highway Patrol
CIP	capital improvements program
CMP	congestion management program
CMPHS	CMP Highway System
CO_2e	carbon dioxide equivalent
Corps	United States Army Corps of Engineers
CRA	Colorado River Aqueduct
CRHR	California Register of Historical Resources
CUPA	certified unified program agency
CWA	Clean Water Act
DAMP	drainage area management plan
dB	decibel
dBA	A-weighted decibel
DOF	Department of Finance
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EEC	Energy and Environment Committee
EMS	emergency medical services
EMT	emergency medical technician
ERP	emergency response plan
EPA	Environmental Protection Agency (US)
EPCRA	Emergency Planning and Community Right-to-Know Act
FDPA	Flood Disaster Protection Act
FEMA	Federal Emergency Management Agency
FIRM	flood insurance rate map
FIS	flood insurance study
FJUHSD	Fullerton Joint Union High School District
FTA	Federal Transit Administration
g	acceleration of gravity
GHG	greenhouse gases

Abbreviations and Acronyms

gpm	gallons per minute
gWh	gigawatt hours
GWP	global warming potential
HCA	Orange County Health Care Agency
HCD	Housing and Community Development Department (CA)
HHMD	Health and Hazardous Materials Division (LACoFD)
HMGP	Hazard Mitigation Grant Program
HMP	hazard mitigation plan
HQTA	high quality transit area
HRI	California Historic Resources Inventory
HSWA	Hazardous and Solid Waste Amendments of 1984
HWMP	hazardous waste management plan
HVAC	heating, ventilating, and air conditioning system
IBC	International Building Code
ICU	intersection capacity utilization
IFC	International Fire Code
IPCC	Intergovernmental Panel on Climate Change
L_{dn}	day-night noise level
L_{eq}	equivalent continuous noise level
L_{max}	maximum noise level
L_{min}	minimum noise level
LACSD	Sanitation Districts of Los Angeles County
LACoFD	Los Angeles County Fire Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LBP	lead-based paint
LCFS	low carbon fuel standard
LHCSD	La Habra City School District
LHPD	La Habra Police Department
LID	low-impact development
LIP	local implementation program
LJSD	Lowell Joint School District
LOS	level of service
LST	localized significance thresholds

Abbreviations and Acronyms

LUST	leaking underground storage tank
M	magnitude
MCL	maximum contaminant level
MEP	maximum extent practicable
Mg	million gallons
mgd	million gallons per day
MMI	modified Mercalli intensity
MMT	million metric tons
MPAH	master plan of arterial highways
MPO	metropolitan planning organization
MT	metric ton
MUTCD	California Manual of Uniform Traffic Control Devices
MWD	Metropolitan Water District of Southern California
MWDOC	Metropolitan Water District of Orange County
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NCCP/HCP	natural communities conservation plan/habitat conservation plan
NFIP	National Flood Insurance Program
NFDRS	National Fire Danger Rating System
NHPA	National Habitat Preservation Authority
NPDES	National Pollutant Discharge Elimination System
NPDWR	National Primary Drinking Water Regulations
NPL	National Priorities List
NRHP	National Register of Historic Places
NTMP	neighborhood traffic management program
OCEMS	Orange County Emergency Medical Services
OCFCD	Orange County Flood Control District
OCHL	Orange County Historical Landmarks
OCPL	Orange County Public Library
OCSD	Orange County Sanitation District
OCTA	Orange County Transportation Authority
OCTAM	OCTA regional traffic analysis model
OES	California Office of Emergency Services

Abbreviations and Acronyms

OHP	Office of Historic Preservation
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration (US)
PA	participating agency
PGA	peak ground acceleration
POTW	publicly owned treatment works
ppm	parts per million
PPV	peak particle velocity
RCRA	Resource Conservation and Recovery Act
RHNA	regional housing needs assessment
RMS	root mean square
RPS	renewable portfolio standard
RTP	regional transportation plan
RWQCB	regional water quality control board
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCEC	Southern California Earthquake Center
SCGC	Southern California Gas Company
SCS	Sustainable Communities Strategy
SDWA	Safe Drinking Water Act
SFHA	special flood hazard area
SIP	state implementation plan
SLF	Sacred Lands File
SoCAB	South Coast Air Basin
SOI	sphere of influence
SRA	source receptor area
SWP	State Water Project
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board

Abbreviations and Acronyms

TAC	toxic air contaminants
TMDL	total maximum daily load
TTCP	traditional tribal cultural places
UPRR	Union Pacific Railroad
URM	unreinforced masonry
USDOT	United States Department of Transportation
USGS	United States Geological Survey
UST	underground storage tank
UWMP	urban water management plan
VMT	vehicle miles traveled
VOC	volatile organic compounds
WMOC	Waste Management of Orange County
WSA	water supply assessment
WSAP	water supply allocation plan
ybp	years before present

Abbreviations and Acronyms

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1. Executive Summary

1.1 INTRODUCTION

This Environmental Impact Report (EIR) addresses the environmental effects associated with the implementation of the proposed City of La Habra General Plan Update. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An EIR is a public document designed to provide the public and local and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making. This document focuses on those impacts determined to be potentially significant as discussed in the Initial Study completed for this project (see Appendix A).

This EIR has been prepared pursuant to the requirements of CEQA, and the City of La Habra's CEQA procedures. The City of La Habra, as the lead agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable City technical personnel from other departments and review of all technical subconsultant reports.

Data for this EIR was obtained from discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments. A major source of information was the Technical Background Report for the General Plan Update (Atkins 2012), which is included as Appendix C.

1.2 ENVIRONMENTAL PROCEDURES

This EIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are listed below:

1) To disclose to decision makers and the public the significant environmental effects of proposed activities.

2) To identify ways to avoid or reduce environmental damage.

3) To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.

4) To disclose to the public reasons for agency approval of projects with significant environmental effects.

5) To foster interagency coordination in the review of projects.

6) To enhance public participation in the planning process.

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An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines and provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and must adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

1.2.1 EIR Format

This EIR has been formatted as described below.

Section 1, Executive Summary. Summarizes the background and description of the proposed project, the format of this EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Section 2, Introduction. Describes the purpose of this EIR, background on the project, the Notice of Preparation, the use of incorporation by reference, and Final EIR certification.

Section 3, Project Description. A detailed description of the project, the objectives of the proposed project, the project area and location, approvals anticipated to be included as part of the project, the necessary environmental clearances for the project, and the intended uses of this EIR.

Section 4, Environmental Setting. A description of the physical environmental conditions in the vicinity of the project as they existed at the time the Notice of Preparation was published, from both a local and regional perspective. The environmental setting provides baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the proposed project.

Section 5, Environmental Analysis. Provides, for each environmental parameter analyzed, a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance of the adverse impacts of the project after mitigation is incorporated and the potential cumulative impacts associated with the proposed project and other existing, approved, and proposed development in the area.

Section 6, Significant Unavoidable Adverse Impacts. Describes the significant unavoidable adverse impacts of the proposed project.

Section 7, Alternatives to the Proposed Project. Describes the impacts of the alternatives to the proposed project, including the No Project/2020 Adopted General Plan Alternative, a Reduced Intensity Alternative, and a Reduced Residential, Increased Nonresidential Alternative.

Section 8, Impacts Found Not to Be Significant. Briefly describes the potential impacts of the project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this EIR.

Section 9, Significant Irreversible Changes Due to the Proposed Project. Describes the significant irreversible environmental changes associated with the project.

Section 10, Growth-Inducing Impacts of the Project. Describes the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

Section 11, Organizations and Persons Consulted. Lists the people and organizations that were contacted during the preparation of this EIR for the proposed project.

Section 12, Qualifications of Persons Preparing EIR. Lists the people who prepared this EIR for the proposed project.

Section 13, Bibliography. A bibliography of the technical reports and other documentation used in the preparation of this EIR for the proposed project.

Appendices. The appendices for this document (presented in PDF format on a CD attached to the back cover) contain the following supporting documents:

- Appendix A: NOP and Initial Study
- Appendix B: NOP Responses
- Appendix C: Technical Background Report for the General Plan Update
- Appendix D: Climate Action Plan
- Appendix E: Noise Contour Calculations
- Appendix F: Historic Context and Survey Report
- Appendix G: Traffic Modeling
- Appendix H: General Plan Update Policies
- Appendix I: Mitigation Monitoring and Reporting Program

1.2.2 Type and Purpose of This EIR

This EIR fulfills the requirements for a Program EIR as defined by State CEQA Guidelines (Section 15168, California Code of Regulations, Title 14, Division 6, Chapter 3). Although the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR. As

provided in Section 15168 of the State CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project. Use of a Program EIR provides the City (as lead agency) with the opportunity to consider broad policy alternatives and programwide mitigation measures and provides the City with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive basis.

Agencies generally prepare Program EIRs for programs or a series of related actions that are linked geographically, are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program, or are individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways. The proposed project covers plans and programs that would guide the future development of the City over more than 20 years. Therefore, this Program EIR meets the requirements of CEQA.

Once a Program EIR has been prepared, subsequent activities within the program must be evaluated to determine whether an additional CEQA document needs to be prepared. However, if the Program EIR addresses the program's effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the Program EIR scope and additional environmental documents may not be required (Guidelines Section 15168[c]). When a Program EIR is relied on for a subsequent activity, the lead agency must incorporate feasible mitigation measures and alternatives developed in the Program EIR into the subsequent activities (Guidelines Section 15168[c][3]). If a subsequent activity would have effects not within the scope of the Program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or an EIR. In this case, the Program EIR still serves a valuable purpose as the first-tier environmental analysis. The CEQA Guidelines (Section 15168[h]) encourage the use of Program EIRs, citing five advantages:

- Provide a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR;
- Focus on cumulative impacts that might be slighted in a case-by-case analysis;
- Avoid continual reconsideration of recurring policy issues;
- Consider broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them; and,
- Reduce paperwork by encouraging the reuse of data (through tiering).

1.3 PROJECT LOCATION

The City of La Habra is in the northwest corner of Orange County where it borders Los Angeles County. As shown in Figure 3-1, *Regional Location*, the City is surrounded by the cities of Whittier and La Habra Heights to the north and northwest, Brea to the east, Fullerton to the south, and La Mirada to the west. Three California state highways traverse the City. State Route 72 travels east–west as Whittier Boulevard west of

Beach Boulevard. State Route 39 travels north–south as Beach Boulevard and then east–west as Whittier Boulevard east of Beach Boulevard; and State Route 90 travels east-west as Imperial Highway east of Beach Boulevard.

The City's sphere of influence (SOI) includes six small areas of unincorporated Orange County between the City and the Orange-Los Angeles county border (see Figure 3-2, *Citywide Aerial*). The planning area for the proposed project includes both the City and its SOI.

1.4 PROJECT SUMMARY

The proposed project is an update to the City of La Habra General Plan and development of a Climate Action Plan (CAP). The General Plan Update and CAP are intended to shape future development in the City and its SOI.

1.4.1 Proposed General Plan

1.4.1.1 GENERAL PLAN ELEMENTS

The General Plan Update involves reorganization of the current General Plan into the following chapters and sections.

- **Introduction**

- **Community Development.** This chapter addresses issues related to the built environment and presents goals and policies pertaining to how existing development is to be maintained and enhanced and new development is to occur. Its components are:

  A. **Land Use.** Presents the proposed Land Use Plan and an overview of the General Plan's standards for population density and building intensity.

  B. **Economic Development.** Identifies the City's strategy for maintaining a strong economic base and fiscal balance that permits continued and enhanced levels of high-quality public services within the community.

  C. **Housing.** Identifies the community's housing needs and provides strategies for the production of housing for current and future residents of La Habra.

  D. **Historic/Cultural Resources.** Defines processes for the preservation of the City's historic and cultural buildings and sites.

  E. **Community Identity.** Addresses the physical, social and cultural elements that contribute to La Habra's distinct community identity.

  F. **Growth Management.** Ensures that growth and development in La Habra is based upon the City's ability to provide an adequate circulation system and infrastructure improvements.

1. Executive Summary

- **Mobility/Circulation.** This chapter provides for the movement of goods and people, including autos, trucks, transit, bicycles, and other modes. It addresses key issues, such as trip reduction, parking, traffic safety, and neighborhood traffic calming.

  A. **Regional and Local Roadway Network/Facilities.** Establishes a roadway classification system, critical intersections, appropriate controls, and standards of acceptable operating conditions for roadways.

  B. **Non-Motorized/Alternative Transportation System.** Ensures that the City's circulation plan accounts for the needs of all roadway users, including pedestrians, bicyclists, transit users, children, older individuals and individuals with disabilities.

  C. **Goods Movement.** Supports the City's good movement objectives of serving the needs of industrial and commercial users while protecting neighborhoods and reducing impacts to residents.

  D. **Transportation Demand Management.** Defines strategies for reducing reliance on the private automobile while maintaining mobility.

  E. **Neighborhood Traffic Management Program.** Describes City-wide initiative to improve quality of life in residential neighborhoods by addressing traffic calming issues such as cut-through traffic and speeding.

  F. **Intelligent Transportation Systems.** Identifies strategies for using computer and communication technologies to make existing transportation systems operate more efficiently and safely.

  G. **Parking.** Provides policies aimed at achieving the City's goals for the efficient management of the existing parking supply, allocation of scarce parking resources, and reduction of overall parking demand.

- **Infrastructure.** This chapter addresses the provision of public infrastructure, including water, sewer, storm drainage, solid waste source, source reduction and recycling, electricity, natural gas, and telecommunications. Its components are:

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

- **Community Services.** This chapter plans for the provision of public services, including education, recreational programs and parks, libraries, schools, police, fire, and health services, consistent with the City's growth and development strategy.

  A. Open Space, Parks, Trails, and Recreation
  B. Libraries
  C. Schools

D. Police Service
E. Fire Service

- **Conservation/Natural Resources.** This chapter addresses the conservation and utilization of natural, cultural, and archeological resources within the community, including water, soils, minerals, air quality, as well as plant and animal resources. It also discusses issues related to future air quality and climate change, taking into consideration the effects of adopted plans and current legislation.

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

- **Community Safety.** This chapter plans for the welfare and safety of citizens and their property by identifying and mitigating potential effects of natural and man-made disasters, including, but not limited to, earthquakes, flooding, fires, hazardous waste, and other disasters. It also identifies existing and potential noise sources within the community and strategies to minimize the exposure of residents to noise.

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

1.4.1.2 PHYSICAL DEVELOPMENT UNDER THE PROPOSED GENERAL PLAN

At buildout, the proposed General Plan would allow for 25,153 residential dwelling units, and 12,523,299 square feet of nonresidential (commercial, office, industrial, and institutional) uses. Table 1-1 summarizes the acreage for each designation and shows a comparison between existing and proposed land uses. Buildout of the General Plan would result in 5,229 additional residential dwelling units and 4,435,949 additional square feet of nonresidential uses compared to existing land uses.

Table 1-1 Proposed General Plan Land Use Designations

Land Use	Acres	Dwelling Units	Population	Nonresidential Square Feet	Employees
Residential					
Low Density	2,053.7	12,326	38,215	–	–
Mobile Home Park	83.3	1,084	1,951	–	–
Medium Density	137.2	1,790	5,291	–	–
Multi-Family 1	383.5	7,541	23,641	–	–
Multi-Family 2	8.2	152	425.0	–	–
Multi-Family 3	10.7	238	523.2	–	–
Multi-Family High	7.4	122	219.2	–	–

1. Executive Summary

Table 1-1 Proposed General Plan Land Use Designations

Land Use	Acres	Dwelling Units	Population	Nonresidential Square Feet	Employees
Subtotal	2,684.0	23,253	70,264	–	–
Commercial					
Neighborhood Commercial	29.7	–	–	387,335	872
Community Shopping Center	179.0	–	–	3,115,542	7,010
Commercial Highway	69.5	–	–	908,618	2,045
Professional Office Priority	17.6	–	–	447,535	1,007
Transitional	5.6	–	–	121,249	273
Subtotal	301.4	–	–	4,980,280	11,206
Industrial					
Commercial/Industrial	117.5	–	–	2,030,767	4,001
Light Industrial	191.9	–	–	4,082,182	7,348
Subtotal	309.4	–	–	6,112,949	11,349
Mixed Use					
Mixed Use Center 1	33.7	406	1,257	317,529	778
Mixed Use Center 2	18.7	420	924	127,757	86
Mixed Use Center 3	26.4	227	731	278,949	628
Central District Mixed Use	13.5	249	448	240,832	542
Corridor Mixed Use 1	45.4	479	931	364,155	819
Corridor Mixed Use 2	8.9	104	229	65,564	148
Corridor Mixed Use 3	3.6	15	47	35,284	79
Subtotal	150.2	1,900	4,567	1,430,070	3,080
Open Space					
Parks, Flood Channels	302.0	–	–	–	–
Subtotal	302.0	–	–	–	–
Other					
Public Facility	127.8	–	–	–	–
Railroad	15.3	–	–	–	–
Right-of-Way (ROW)[1]	953.9	–	–	–	–
Subtotal	1097.0	–	–	–	–
TOTAL	4,844	25,153	74,831	12,523,299	25,634
Existing Land Uses	4,844	19,924	61,202[2]	8,087,350	16,064[3]
Difference	–	5,229	13,629	4,435,949	9,570

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

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

[2] DOF 2013

[3] CDR 2012

1.4.2 Climate Action Plan

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

1.5 SUMMARY OF PROJECT ALTERNATIVES

1.5.1 No Project/2020 Adopted General Plan Alternative

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the impacts of the "No-Project" Alternative. When the project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, the no-project alternative is the continuation of the plan, policy, or operation into the future. Therefore, in the No Project/2020 Adopted General Plan Alternative, the current land use plan would remain in effect. All proposed land use changes would not occur. Development in accordance with the 2020 General Plan would continue to occur, allowing for a total of: 28,274 residential units and 14.4 million square feet of commercial and industrial uses. This alternative would not include adoption of the Climate Action Plan (CAP).

1.5.2 Reduced Intensity Alternative

The Reduced Intensity Alternative was selected to reduce significant and unavoidable impacts related to air quality, Greenhouse Gas (GHG) emissions, and noise. This alternative would reduce development intensity at General Plan buildout by 20 percent for both residential and nonresidential uses. The reduction would occur citywide. A buildout statistical summary of this alternative compared to the proposed General Plan is shown in Table 7-1. Note that this alternative would result in lower buildout development intensity than allowed under the 2020 General Plan; for instance, at buildout this alternative would permit development of 20,122 residential units and about 10 million square feet of nonresidential land uses; corresponding figures for the 2020 General Plan are 28,274 units and 14.4 million square feet.

1.5.3 Reduced Residential, Increased Nonresidential Alternative

The Southern California Association of Governments (SCAG) has indicated that a jobs/housing ratio of 1.50 typifies a "balanced" city. Since it is projected that the jobs/housing ratio in La Habra would be approximately 1.06, a housing-rich ratio, this alternative will look at the impacts resulting from increased nonresidential uses in the City. In comparison to the proposed General Plan Update, this alternative would reduce development intensity at General Plan buildout by 10 percent for residential uses and would increase development intensity of nonresidential uses by 10 percent. The Reduced Residential, Increased Nonresidential Alternative would result in 67,348 residents and 29,297 jobs and a jobs/housing ratio of 1.29. Compared to the proposed project, this alternative would result in 2,515 fewer dwelling units and 1.25 million additional square feet of nonresidential uses.

1.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR contain issues to be resolved including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed project, the major issues to be resolved include decisions by the lead agency as to:

1. Whether this EIR adequately describes the environmental impacts of the project.
2. Whether the benefits of the project override those environmental impacts which cannot be feasibly avoided or mitigated to a level of insignificance.
3. Whether the proposed land use changes are compatible with the character of the existing area.
4. Whether the identified goals, policies, or mitigation measures should be adopted or modified.
5. Whether there are other mitigation measures that should be applied to the project besides the Mitigation Measures identified in the EIR.
6. Whether there are any alternatives to the project that would substantially lessen any of the significant impacts of the proposed project and achieve most of the basic project objectives.

1.7 AREAS OF CONTROVERSY

Prior to the preparation of the EIR, an EIR scoping meeting was held on June 12, 2013, at the La Habra Community Center to determine the concerns of interested parties regarding environmental analysis of the General Plan Update. These and other environmental issues are addressed in Chapter 5 of this EIR. No other areas of controversy are known to the Lead Agency. Table 1-2 summarizes issues identified by parties commenting on the NOP and attendees of the scoping meeting. The table also provides references to the sections of the EIR in which these issues are evaluated. Correspondence received in response to the NOP is included in Appendix B.

Table 1-2 Summary of NOP and Scoping Meeting Comments

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
California Department of Transportation, District 12 (Caltrans)	Traffic/ Transportation	• General Plan should encourage coordination between land use and transportation planning (comment on content of proposed General Plan) • Utilize Highway Capacity Manual when analyzing traffic impacts • Utilize established Caltrans methodologies for developing mitigation	Section 5.13, *Transportation and Traffic*
Fullerton Joint Union High School District (FJUHSD)	Public Services; Traffic/Transportation	• Proposed project will increase need for school services • New development in planning area will impact traffic in and around schools • Development should fully pay costs of new	Section 5.9, *Public Services;* Section 5.13, *Transportation and Traffic*

Table 1-2 Summary of NOP and Scoping Meeting Comments

Commenting Agency/Person	Comment Type	Comment Summary	Issue Addressed In:
		school facilities; State school funding and standard developer fees do not fully mitigate school facility impacts	
	Project Description	• Comments on content of proposed General Plan policies relating to schools and joint-use facilities	Not applicable
Los Angeles County Fire Department (LACoFD)	Public Services	• LACoFD will review the Draft EIR regarding impacts to water supplies and fire services • Potential impacts related to erosion, watershed management, biological resources, cultural resources, and fire hazards should be analyzed	Section 5.3, *Cultural Resources*; Section 5.4, *Geology and Soils*; Section 5.6, *Hazards and Hazardous Materials*; Section 5.7, *Hydrology and Water Quality*; Section 5.9, *Public Services*; Section 5.14, *Utilities and Services Systems*
Orange County Public Works (OCPW)	General	• No comments	Not applicable
Orange County Sanitation District (OCSD)	Utilities and Service Systems	• Sewer systems should be modeled for the proposed project • Construction-related discharges to sewer systems must be permitted by OCSD prior to discharge	Section 5.14, *Utilities and Service Systems*
Southern California Association of Governments (SCAG)	Land Use; Population and Housing; Transportation	• Utilize goals and recommended mitigation measures from SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in environmental analysis • Utilize adopted SCAG growth forecasts	Section 5.8, *Land Use and Planning*; Section 5.10, *Population and Housing*
South Coast Air Quality Management District (SCAQMD)	Air Quality	• Identify potential air quality impacts of the proposed General Plan • Utilize SCAQMD CEQA Air Quality Handbook for air quality analysis and mitigation	Section 5.2, *Air Quality*
Scoping Meeting Comments	Noticing; Project Description; Land Use; Public Services; Traffic	• Noticing for public hearings should be more extensive and written for the layperson • Concerns with buildout numbers, increases in intensity, and overall land use compatibility • Housing growth and population growth will impact planning of school facilities • Concerns about traffic impacts	Section 3, *Project Description*; Section 5.8, *Land Use and Planning*, Section 5.9, Public Services; Section 5.13, *Transportation and Traffic*

1.8 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1-3 summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant and for all significant impacts mitigation measures are identified. The level of significance after imposition of the mitigation measures is also presented.

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 AESTHETICS			
Impact 5.1-1 Future development accommodated by the General Plan Update would alter the visual appearance of some portions of the City, but would not substantially degrade the existing visual character or quality of the City and its surroundings.	Less Than Significant	No mitigation is required.	Less Than Significant
Impact 5.1-2 Future development accommodated by the General Plan Update would generate additional light and glare in the City, which could impact surrounding land uses.	Less Than Significant	No mitigation is required.	Less Than Significant
5.2 AIR QUALITY			
Impact 5.2-1 The proposed General Plan Update would not be consistent with the South Coast Air Quality Management District Air Quality Management Plan, because buildout of the land use plan would exceed the current population and employment estimates and would cumulatively contribute to the nonattainment designations of the SoCAB.	Potentially Significant	No mitigation is available.	Significant and Unavoidable
Impact 5.2-2 Construction activities associated with buildout of the proposed General Plan Update could generate short-term emissions that exceed the South Coast Air Quality Management District's significance thresholds and would cumulatively contribute to the nonattainment designations of the South Coast Air Basin.	Potentially Significant	2-1 During subsequent project-level environmental review, if construction-related criteria air pollutants are determined to have the potential to exceed the South Coast Air Quality Management District (SCAQMD) adopted thresholds of significance, the City of La Habra Community Development Department shall require that applicants for new development projects incorporate mitigation measures as identified in the CEQA document prepared for the project to reduce air pollutant emissions during construction activities. Mitigation measures that may be identified during the environmental review include, but are not limited to:	Significant and Unavoidable

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Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		▪ Requiring fugitive dust control measures that exceed SCAQMD's Rule 403, such as: - Requiring use of nontoxic soil stabilizers to reduce wind erosion. - Applying water every four hours to active soil-disturbing activities. - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. ▪ Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower. ▪ Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. ▪ Limiting nonessential idling of construction equipment to no more than five consecutive minutes. ▪ Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the SCAQMD's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.	
Impact 5.2-3 Buildout of the proposed General Plan Update could generate long-term emissions that would exceed the South Coast Air Quality Management District's significance thresholds and could cumulatively contribute to the nonattainment designations of the South Coast Air Basin.	Potentially Significant	No mitigation is available.	Significant and Unavoidable
Impact 5.2-4 Buildout of the proposed General Plan Update could expose sensitive receptors to substantial concentrations of toxic air contaminants.	Potentially Significant	2-2 New industrial or warehousing land uses that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to	Significant and Unavoidable

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			the City of La Habra Community Development Department prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the South Coast Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand (1.0E-05), the appropriate noncancer hazard index exceeds 1.0, or if the PM10 or PM2.5 ambient air quality standard increment exceeds 2.5 µg/m3, the applicant will be required to identify and demonstrate that best available control technologies for toxics (T-BACTs) are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.	
Impact 5.2-5 Buildout of the proposed General Plan Update could site sensitive land uses near air pollution sources and therefore expose sensitive receptors to substantial pollutant concentrations.	Potentially Significant	2-3	The City of La Habra shall evaluate new development proposals for sensitive land uses (e.g., residential, schools, day care centers) within the City for potential incompatibilities with regard to the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective* (April 2005). Applicants for sensitive land uses that are within the recommended buffer distances shall submit a health risk assessment (HRA) to the City of La Habra prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children ages 0 to 6 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), the appropriate noncancer hazard index exceeds 1.0, or if the PM10 or PM2.5 ambient air quality standard increment exceeds 2.5 µg/m^3, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:	Less Than Significant

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Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
			▪ Air intakes away from high-volume roadways and/or truck loading zones. ▪ Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters. Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City's Community Development Department.	
Impact 5.2-6 Industrial land uses associated with buildout of the proposed General Plan Update have the potential to create objectionable odors that could affect a substantial number of people.	Potentially Significant	2-4	If it is determined during project-level environmental review that a project has the potential to emit nuisance odors beyond the property line, an odor management plan shall be required to be submitted to the Director of Community Development for review. Facilities that have the potential to generate nuisance odors include but are not limited to: ▪ Wastewater treatment plants ▪ Composting, greenwaste, or recycling facilities ▪ Fiberglass manufacturing facilities ▪ Painting/coating operations ▪ Large-capacity coffee roasters ▪ Food-processing facilities If an odor management plan is determined to be required through CEQA review, the City shall require the project applicant to submit the plan prior to approval to ensure compliance with the South Coast Air Quality Management District's Rule 402, for nuisance odors. If applicable, the Odor Management Plan shall identify the best available control technologies for toxics (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include but are not limited to scrubbers (e.g., air pollution control devices) at the industrial facility.	Less Than Significant

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		T-BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.	
5.3 CULTURAL RESOURCES			
Impact 5.3-1 Development pursuant to the proposed General Plan could impact identified historic resources.	Less Than Significant	No mitigation is required.	Less Than Significant
Impact 5.3-2 Buildout of the proposed General Plan could impact archaeological or paleontological resources.	Potentially Significant	3-1 City staff shall require applicants for grading permits in areas requiring grading of undisturbed soil to provide studies by qualified archaeologists assessing the cultural and historical significance of any known archaeological resources on or next to each respective development site, and assessing the sensitivity of sites for buried archaeological resources. On properties where resources are identified, or that are determined to be moderately to highly sensitive for buried archaeological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements: a. An archaeologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities. b. Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources. c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Archaeologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University Fullerton; and provide a comprehensive final report including	Less Than Significant

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Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable). 3-2 City staff shall require applicants for grading permits in areas requiring grading of undisturbed soil to provide studies by qualified paleontologists assessing the sensitivity of sites for buried paleontological resources. On properties determined to be moderately to highly sensitive for paleontological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified paleontologist. The mitigation plan shall include the following requirements: a. A paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities. b. Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources. c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University Fullerton; and provide a comprehensive final report, including catalog with museum numbers.	
5.4 GEOLOGY AND SOILS			
Impact 5.4-1 General Plan Update implementation would not subject residents, workers, or visitors to substantial hazards from surface rupture of a known active fault.	Less Than Significant	No mitigation is required.	Less Than Significant

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.4-2 Implementation of the proposed General Plan Update could expose residents, workers, and visitors to hazards from strong ground shaking.	Less Than Significant.	No mitigation is required.	Less Than Significant
Impact 5.4-3 Implementation of the General Plan Update could expose residents, workers, and visitors to hazards from liquefaction and other seismic-related ground failure.	Less Than Significant.	No mitigation is required.	Less Than Significant
Impact 5.4-4 Implementation of the General Plan Update could expose residents, workers, and visitors to hazards from ground subsidence or loading settlement.	Less Than Significant.	No mitigation is required.	Less Than Significant
5.5 GREENHOUSE GAS EMISSIONS			
Impact 5.5-1 Implementation of the City of La Habra Climate Action Plan would ensure that buildout of the proposed General Plan would not result in a substantial increase in greenhouse gas emissions.	Potentially Significant	The City of La Habra's Climate Action Plan (CAP) is included as part of the proposed General Plan Update. The CAP sets GHG reduction targets for the City to achieve. Additionally, the CAP includes measures for the City to implement in support of achieving the reduction targets. The policies in the proposed General Plan Update are consistent with the CAP. No other additional measures to reduce GHG emissions are available.	With adoption of the CAP: Less Than Significant Without adoption of the CAP: Significant and Unavoidable
5.6 HAZARDS AND HAZARDOUS MATERIALS			
Impact 5.6-1 Buildout in accordance with the General Plan Update would involve the transport, use, and/or disposal of hazardous materials.	Less Than Significant	No mitigation is required.	Less Than Significant
Impact 5.6-2 Areas of the planning area are included on a list of hazardous materials sites.	Less Than Significant	No mitigation is required.	Less Than Significant

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Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.6-3 La Habra is within Moderate, High and Very High fire hazard zones and could expose structures and/or residences to fire danger.	Less Than Significant	No mitigation is required.	Less Than Significant
5.7 HYDROLOGY AND WATER QUALITY			
Impact 5.7-1 Development pursuant to the proposed General Plan would not result in a substantial increase in the amount of impervious surfaces and would not therefore increase surface water flows into drainage systems within the City's watersheds.	Less Than Significant	No mitigation is required.	Less Than Significant
Impact 5.7-2 Development pursuant to the proposed General Plan Update would not substantially increase the amount of impervious surfaces in the planning area and therefore would not impact opportunities for groundwater recharge.	Less Than Significant	No mitigation is required.	Less Than Significant
Impact 5.7-3 Portions of the planning area are in a 100-year flood hazard area; however, General Plan Update implementation would not involve substantial redevelopment within 100-year flood zones	Less Than Significant	No mitigation is required.	Less Than Significant
Impact 5.7-4 Construction of projects developed pursuant to the proposed General Plan Update, could cause short-term unquantifiable increases in pollutant concentrations in and downstream from the planning area. After project development, the quality of storm runoff (sediment, nutrients, metals, pesticides, pathogens, and hydrocarbons) may be altered.	Less Than Significant	No mitigation is required.	Less Than Significant

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact 5.7-5 The planning area is not within the inundation area of any dams.	Less Than Significant	No mitigation is required.	Less Than Significant
Impact 5.7-6 Implementation of the General Plan Update would not pose substantial flood hazards arising from a seiche, tsunami, or mudflow.	Less Than Significant	No mitigation is required.	Less Than Significant
5.8 LAND USE AND PLANNING			
Impact 5.8-1 Project Implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.	Less Than Significant	No mitigation is required.	Less Than Significant
5.9 NOISE			
Impact 5.9-1 Implementation of the proposed General Plan Update would not result in long-term operation-related traffic noise that would substantially elevate the ambient noise environment.	Less Than Significant	No mitigation is required.	Less Than Significant
Impact 5.9-2 Noise-sensitive uses could be exposed to elevated noise levels from transportation sources.	Less Than Significant	No mitigation is required.	Less Than Significant
Impact 5.9-3 Implementation of the proposed La Habra General Plan Update could result in the exposure of noise-sensitive land uses to long-term operation-related stationary source noise.	Less Than Significant	No mitigation is required.	Less Than Significant

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Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures		Level of Significance After Mitigation
Impact 5.9-4 Construction activities of individual projects related to buildout of the La Habra General Plan Update would substantially elevate noise levels in the vicinity of noise-sensitive land uses.	Less Than Significant	No mitigation is required.		Less Than Significant
Impact 5.9-5 Implementation of the proposed Land Use Plan could potentially expose vibration-sensitive receptors to excessive groundborne vibration from trains traveling on the Union Pacific Railroad line.	Potentially Significant	9-1	New development that occurs within 200 feet of a railroad track (according to the Federal Transit Administration's vibration screening distances) shall be evaluated for potential vibration impacts. The project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features and/or required building construction improvements to ensure that vibration impacts would remain below acceptable levels of 0.008 root-mean-square in/sec for residential uses.	Less Than Significant
Impact 5.9-6 Construction activities of individual projects related to buildout of the La Habra General Plan Update could potentially expose vibration-sensitive receptors to excessive groundborne vibration.	Potentially Significant	9-2	Individual projects that use vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, near sensitive receptors shall be evaluated for potential vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the vibration annoyance threshold of 0.008 root-mean-square in/sec) or determined to result in architectural damage (i.e., exceed the Federal Transit Administration's construction vibration damage criteria of 0.5 peak particle velocity in/sec for reinforced concrete, steel, or timber, or 0.3 peak particle velocity in/sec for engineered concrete and masonry; or 0.2 PPV in/sec for fragile structures), additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).	Less Than Significant
5.10 POPULATION AND HOUSING				
Impact 5.10-1 The proposed General Plan would directly result in population growth in the planning area.	Less Than Significant	No mitigation is required.		Less Than Significant

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.11 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
Impact 5.11-1 The General Plan Update would introduce new structures and residents and workers into LACoFD's service boundaries, thereby increasing the requirement for fire protection personnel and facilities, the construction of which may result in physical impacts.	Less Than Significant	No mitigation is required.	Less Than Significant
POLICE PROTECTION			
Impact 5.11-2 The La Habra General Plan Update would introduce new structures, residents, and workers into the LHPD service boundaries, thereby increasing the requirement for police protection personnel and facilities, the construction of which may result in physical impacts.	Less Than Significant	No mitigation is required.	Less Than Significant
SCHOOL SERVICES			
Impact 5.11-3 The General Plan Update would generate new students who would impact the school enrollment capacities of schools in the La Habra City School District, Lowell Joint School District, and Fullerton Joint Union High School District; additional schools may be required, the construction of which may result in physical impacts.	Less Than Significant	No mitigation is required.	Less Than Significant

1. Executive Summary

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
LIBRARY SERVICES			
Impact 5.11-4 The General Plan Update would generate additional population, increasing the service needs for the La Habra branch of the Orange County Public Library System.	Less Than Significant	No mitigation is required.	Less Than Significant
5.12 RECREATION			
Impact 5.12-1 The proposed project would generate additional residents which would increase the use of existing park and recreational facilities.	Less Than Significant	No mitigation is required.	Less Than Significant
Impact 5.12-2 Project implementation could result in environmental impacts due to the construction of new and/or expanded recreational facilities.	Less Than Significant	No mitigation is required.	Less Than Significant
5.13 TRANSPORTATION/TRAFFIC			
Impact 5.13-1 Project-related trip generation would impact levels of service for the existing area's roadway system.	Potentially Significant	13-1 As shown in the Mobility/Circulation Chapter of the proposed General Plan, the Beach Boulevard at Imperial Highway intersection would require the construction of a fourth northbound through lane and the construction of a fourth southbound through lane. Figure 5.13-6, *Conceptual Design for the Imperial Highway/Beach Boulevard Intersection*, presents a conceptual drawing for the recommended intersection improvements. 13-2 Walnut Street at Imperial Highway would require the installation of a Traffic Signal. 13-3 A change in traffic patterns may result in unacceptable operating conditions at one or more of these intersections as described in Impact Statement 5.13-1. The City shall monitor these intersections below and shall implement the following capacity improvements should the level of service warrant such improvements:	Less Than Significant

Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		▪ Idaho Street at Whittier Boulevard: - Construct a Third Westbound Through Lane - Construct a Third Eastbound Through Lane ▪ Harbor Boulevard at Whittier Boulevard - Construct a Third Northbound Through Lane - Construct a Third Southbound Through Lane ▪ Cypress Street at Lambert Road - Construct a Westbound Right-Turn Lane ▪ Palm Street at Lambert Road - Construct a Third Eastbound Through Lane - Construct a Third Westbound Through Lane These improvements are not anticipated to affect the adjacent structures or parking but may affect sidewalks and landscaping and would require restriping of the intersections.	
Impact 5.13-2 Project-related trip generation in combination with existing and proposed cumulative development would result in designated road and/or highways exceeding county congestion management agency service standards.	Potentially Significant	Mitigation Measure 5.13-1 applies.	Less Than Significant
Impact 5.13-3 Project circulation improvements have been designed to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access.	Less Than Significant	No mitigation is required.	Less Than Significant
Impact 5.13-4 The General Plan Update complies with adopted policies, plans, and programs for alternative transportation.	Less Than Significant	No mitigation is required.	Less Than Significant

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Table 1-3 Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.14 UTILITIES AND SERVICE SYSTEMS			
Impact 5.14-1 Wastewater generated by land uses at General Plan buildout could be adequately treated by the Orange County Sanitation District.	Less Than Significant	No mitigation is required.	Less Than Significant
Impact 5.14-2 Existing and planned water supply and delivery systems are adequate to meet needs generated by buildout of the proposed General Plan.	Less Than Significant	No mitigation is required.	Less Than Significant
Impact 5.14-3 Existing storm drainage systems are adequate to serve the drainage requirements of land uses at General Plan buildout.	Less Than Significant	No mitigation is required.	Less Than Significant
Impact 5.14-4 Existing facilities would be able to accommodate project-generated solid waste and comply with related solid waste regulations.	Less Than Significant	No mitigation is required.	Less Than Significant
Impact 5.14-5 Existing and/or proposed facilities would be able to accommodate project-generated electricity and natural gas demands.	Less Than Significant	No mitigation is required.	Less Than Significant

2. Introduction

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. This environmental impact report (EIR) has been prepared to satisfy CEQA, as set forth in the Public Resources Code Section 21000, et seq., and the State CEQA Guidelines, 14 California Code of Regulations, Section 15000, et seq. The environmental impact report is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage, and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided, growth inducing impacts, effects not found to be significant, and significant cumulative impacts.

According to CEQA Section 21067, the lead agency is "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment." The City of La Habra has the sole responsibility for taking final action on the City of La Habra General Plan Update and is the lead agency for this project.

The intent of the EIR is to provide sufficient information on the potential environmental impacts of the proposed General Plan to allow the City of La Habra to make an informed decision regarding approval of the project. Specific discretionary actions to be reviewed by the City are described later in Section 3.4, *Intended Uses of the EIR*. The overall purpose of the EIR is to inform the lead agency, responsible agencies, decision makers, and the general public of the environmental effects of the development and operation of the proposed General Plan.

This EIR has been prepared in accordance with requirements of the:

- California Environmental Quality Act of 1970, as amended (Public Resources Code Section 21000 et seq.)
- State Guidelines for the Implementation of the CEQA of 1970 (CEQA Guidelines), as amended (California Code of Regulations Sections 15000 et seq.)

2.2 NOTICE OF PREPARATION AND INITIAL STUDY

The City of La Habra determined that an EIR would be required for this project and issued a Notice of Preparation (NOP) and Initial Study on May 29, 2013 (see Appendix A). Comments received during the public review period, which extended from May 31, 2013, to June 29, 2013, are in Appendix B.

The NOP process is used to help determine the scope of the environmental issues to be addressed in the EIR. Based on this process and the Initial Study for the project, certain environmental categories were identified as having the potential to result in significant impacts. Issues considered potentially significant are addressed in this EIR. Issues identified as less than significant or of no impact are not addressed beyond the Initial Study. Refer to the Initial Study in Appendix A for discussion of how these determinations were made.

2.3 SCOPE OF THIS EIR

The scope of this EIR was determined based upon the Initial Study, comments received in response to the NOP, and comments received at the scoping meeting conducted by the City on June 12, 2013. Pursuant to Sections 15126.2 and 15126.4 of the CEQA Guidelines, the EIR should identify any potentially significant adverse impacts and recommend mitigation that would reduce or eliminate these impacts to less than significant levels.

This is a program EIR. Pursuant to Section 15168 of the CEQA Guidelines, a program EIR is an EIR that may be prepared on a series of actions that can be characterized as one large project and related in connection with a plan or regulation, such as a general plan. Program EIRs focus the analysis on big-picture issues affecting the entire planning area. The information in the project description (see Chapter 3) establishes the basis for analyzing future project-related environmental impacts. However, further environmental review by the City will be required as more detailed information and plans are submitted on a project-by-project basis following approval of the General Plan.

This EIR has been prepared to evaluate potentially significant impacts associated with implementation of the proposed General Plan. The General Plan Update's policies and programs, existing regulations and standard conditions, and mitigation measures have been identified to either reduce or eliminate potentially significant impacts. The focus of the impact analysis is on areas where land use or physical changes are proposed that may result in environmental impacts (e.g., areas where land use changes are proposed). In addition, the EIR describes a range of reasonable alternatives to the project that could feasibly attain the project's basic objectives while substantially avoiding or lessening significant impacts. It also evaluates the comparative merits of the alternatives and the proposed project.

2.3.1 Impacts Considered Less Than Significant

Three environmental impact categories were identified as not being significantly affected by or affecting the proposed General Plan, based on the Initial Study. The following topical issues are not addressed in the EIR:

- Agriculture and Forestry Resources
- Biological Resources
- Mineral Resources

2.3.2 Potentially Significant Adverse Impacts

Fourteen environmental factors have been identified as potentially significant impacts of the proposed project:

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

2.3.3 Unavoidable Significant Adverse Impacts

This EIR identifies three significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. If the City, as the Lead Agency, determines that unavoidable significant adverse impacts will result from the project, the City must prepare a "Statement of Overriding Considerations" before it can approve the project. A Statement of Overriding Considerations states that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits of the project outweigh the adverse effects and, therefore, the adverse effects are considered to be acceptable. The impacts that were found in the EIR to be significant and unavoidable are:

- Air Quality
- Greenhouse Gas Emissions
- Noise

2.4 INCORPORATION BY REFERENCE

The following documents are incorporated by reference in this EIR, consistent with Section 15150 of the State CEQA Guidelines, and are available for review at the City of La Habra.

- City of La Habra 2020 General Plan, July 1990
- City of General Plan Update Technical Background Report, Atkins, May 2012

This EIR also relies on previously adopted regional and statewide plans and programs, agency standards, and background studies in its analysis. Whenever existing environmental documentation or previously prepared documents and studies are used in the preparation of this EIR, the information is summarized for the convenience of the reader and incorporated by reference. In addition, each section that relies on previously adopted plans, programs, environmental documentation, and background studies notes how it specifically relates to the proposed project and that the information has been reconfirmed. These documents and other referenced source material in this EIR will be made available to the public for inspection at the City upon request.

2.5 FINAL EIR CERTIFICATION

The Draft EIR was circulated for public review for a period of 45 days. Interested agencies and members of the public provided written comments on the EIR to the City at the address shown on the title page of this document. The City of La Habra reviewed all written comments received and prepared written responses for each comment. A Final EIR (FEIR) was then prepared incorporating all of the comments received, responses to the comments and any changes to the EIR that result from the comments received. This EIR has incorporated all changes and along with the Draft EIR and FEIR/Response to Comments constitutes the FEIR. This FEIR was certified by the City of La Habra City Council on January 21, 2014.

The EIR is available to the general public for review at the following locations:

- City of La Habra, Community Development Department, 201 E. La Habra Blvd., La Habra, CA 90631
- La Habra Branch Library, 221 E. La Habra Blvd., La Habra, CA 90631
- http://www.lahabrageneralplanupdate.com/

2.6 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code 21081 or adopted a Negative Declaration pursuant to 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Negative Declaration. The Mitigation Monitoring Program for the General Plan was adopted at the time of certification of the Final EIR prior to consideration of the project by the La Habra City Council.

3. Project Description

3.1 PROJECT LOCATION

The City of La Habra is in the northwest corner of Orange County where it borders Los Angeles County. As shown in Figure 3-1, *Regional Location*, the City is surrounded by the cities of Whittier and La Habra Heights to the north and northwest, Brea to the east, Fullerton to the south, and La Mirada to the west. Three California state highways traverse the City, although all three operate as surface streets. State Route 72 travels east–west as Whittier Boulevard west of Beach Boulevard. State Route 39 travels north–south as Beach Boulevard and then east–west as Whittier Boulevard east of Beach Boulevard. State Route 90 travels east-west as Imperial Highway east of Beach Boulevard.

The City's sphere of influence (SOI) includes six small areas of unincorporated Orange County between the City and the Orange-Los Angeles county border (see Figure 3-2, *Citywide Aerial*). The planning area for the proposed project includes both the City and its SOI.

3.2 STATEMENT OF OBJECTIVES

The following objectives have been established for the La Habra General Plan Update project and will aid decision makers in their review of the project and associated environmental impacts. These objectives are largely based on a vision statement that was developed by the City's General Plan Advisory Committee, Planning Commission, and City Council with input from the community. The vision statement was approved by the Commission and Council on July 18th, 2011.

- To provide a new General Plan that establishes the goals and policies to create a built environment that fosters the enjoyment, financial stability, and well-being of the entire community.

- To provide opportunities for residents to care for their neighbors, actively participate in events, shop at local businesses, and walk to parks, schools, and business districts.

- To celebrate the history and culture that uniquely defines La Habra.

- To support a diversity of uses, lifestyle choices, and amenities that provide an environment that is attractive and supportive for the lifelong living for all residents.

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

- To establish development patterns consistent with the existing community character.

- To construct infrastructure that reduces energy use, water consumption, and greenhouse gas emissions.
- To create a community that is balanced with places for living, working, shopping, recreation, entertainment, cultural enrichment, education, and enjoying nature.
- To preserve, maintain, and enhance La Habra's residential neighborhoods with well-maintained housing and properties, parks, schools, and other amenities contributing to the quality of life of residents.
- To place a high priority on the reinvestment and revitalization of the community to improve the quality and vitality of La Habra's commercial corridors including Whittier and La Habra Boulevards.
- To expand opportunities for the development of businesses that offer jobs to residents and lessen the need to commute to other communities.
- To provide and maintain high quality community facilities and programs that are accessible to the diversity of La Habra's residents, including seniors, youth, and special-needs groups.
- To maintain La Habra's parks as places that contribute to the health of residents and provide opportunities for meeting and socializing with neighbors.
- To enhance mobility, utility infrastructure, and community services to support businesses providing goods and services and job opportunities for residents.
- To offer travel options for residents, including choices for transit, bicycling, and walking.

3.3 PROJECT CHARACTERISTICS

"Project," as defined by the CEQA Guidelines, means "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)…enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700" (14 Cal. Code of Reg. 15378[a]).

3.3.1 Adopted General Plan (La Habra 2020 General Plan)

The current La Habra General Plan (La Habra 2020 General Plan) was first adopted on July 31, 1990 and comprises ten elements, including those required by the state of California under California Government Code Section 65302 and additional elements allowed under California Government Code Section 65303. Elements in the adopted General Plan are listed in Table 3-1, *2020 General Plan Elements*.

Table 3-1 2020 General Plan Elements

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

Source: City of La Habra 2010.

Table 3-2, *Current General Plan Land Use Designations*, presents a breakdown of current General Plan land use designations in La Habra. As shown in the table and in Figure 3-3, *2020 General Plan Land Use Plan*, 19 land use designations currently regulate development in the City. The largest land use designation is Low Density Residential, which makes up approximately 39 percent of the planning area. Residential land use designations, in general, represent 55 percent of the planning area.

Table 3-2 Current General Plan Land Use Designations

Land Use Designation	Acres	Percent of Planning Area[1]	Current General Plan Densities/FAR	Development Capacity
City Limits				
Residential[2]				
Rural Density (0–3 Families/Acre)	6	–	0–3 units/acre	0–18 units
Low Density (4–8 Families/Acre)	1,911	–	4–8 units/acre	7,646–15,292 units
Medium Density (9–14 Families/Acre)	175	–	9–14 units/acre	1,575–2,450 units
High Density (15–23 Families/Acre)	350	–	15–23 units/acre	5,250–8,050 units
Mobile Home Park (8–13 Families/Acre)	83	–	8–13 units/acre	664–1,079 units
Transitional (up to 23 Families/Acre)	13	–	9–23 units/acre	117–299 units
Euclid Street Specific Plan	11	–	8.21[3] units/acre	91 units
Voit Specific Plan	0.5	–	6[4] units/acre	3 units
Lambert/Idaho Specific Plan	18.5	–	9.5[5] units/acre	112 units
Subtotal	2,568	53%	–	15,252–27,394 units
Commercial[6]				
Neighborhood Commercial	40	–	0.30 FAR	522,720 SF
Community Shopping Center	115	–	0.50 FAR	2,504,700 SF

3. Project Description

Table 3-2 Current General Plan Land Use Designations

Land Use Designation	Acres	Percent of Planning Area[1]	Current General Plan Densities/FAR	Development Capacity
Central Business District	21	–	0.50 FAR	457,380 SF
Highway Commercial	195	–	0.30 FAR	2,548,260 SF
Professional Office	26	–	0.70 FAR	792,792 SF
Subtotal	397	8%	–	6,825,852 SF
Industrial				
Commercial Industrial	168	–	0.50 FAR	3,659,040 SF
Light Industrial	196	–	0.45 FAR	3,841,992 SF
Railroad Right-of-Way	54	–	–	–
Subtotal	418	8.5%	–	7,501,032 SF
Open Space[7]				
Parks, Flood Channels[8]	303	–	–	–
Subtotal	303	6%	–	–
Public Facility[6]				
Public Facility[9]	133	–	–	–
Subtotal	133	3%	–	–
Right-of-Way/Roads				
Right-of-Way/Roads	899	–	–	–
Subtotal	899	19%	–	–
Subtotal in City Limits	4,718	97.5%	–	15,252–27,394 units; 14,326,884 SF
County Islands (Sphere of Influence)				
Residential				
Low Density (4–8 Families/Acre)	103	–	4–8 units/acre	412–824 units
High Density (15–23 Families/Acre)	<1%	–	15–23 units/acre	7–11 units
Subtotal	104	2%	–	419–835 units
Commercial				
Highway Commercial	1	–	0.30 FAR	13,068
Subtotal	1	<1%	–	13,068
Other				
Right-of-Way/Roads	20	<1%	–	–
Subtotal	20	<1%	–	–
Subtotal in County Islands	126	3%	–	419–835 units; 13,068 SF
TOTAL	4,844	100%	–	15,671–28,229 units; 14,339,952 SF

Source: Atkins 2013.
Note: SF=square feet; FAR=floor area ratio
[1] The acreage percentage of General Plan land use designations in Table 3-2 does not exactly align with the acreage percentage of the La Habra Municipal

Table 3-2 Current General Plan Land Use Designations

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

Code Land Use Zones because not all City-adopted specific plan areas are reflected on the General Plan Land Use Map.
[2] Includes the La Habra Boulevard Specific Plan and La Habra Hills Specific Plan areas.
[3] Units (i.e., development capacity) are "not to exceed" based on Euclid Street Specific Plan; development density included.
[4] Units (i.e., development capacity) are "not to exceed" based on Voit Specific Plan; density calculated based on acreage.
[5] Units (i.e., development capacity) are "not to exceed" based on Lambert/Idaho Specific Plan; density calculated based on 11.77 acres of Residential-Single Family Detached land use. Remaining acreage is Recreation and Open Space Area and Other (includes circulation) land use.
[6] Includes the La Habra Boulevard Specific Plan area.
[7] Includes the La Habra Hills Specific Plan area.
[8] Includes the 153-acre Westridge Golf Course.
[9] Includes fire stations, civic center uses, electrical substations, schools, and other public and private uses.

3.3.2 Description of the Project

The proposed project is an update to the City of La Habra General Plan and a Climate Action Plan (CAP). The General Plan Update and CAP are intended to shape future development in the City and its SOI.

3.3.2.1 GENERAL PLAN ELEMENTS

The General Plan Update involves reorganization of the current General Plan into the following chapters and sections.

- **Introduction**

- **Community Development.** This chapter addresses issues related to the built environment and presents goals and policies pertaining to how existing development is to be maintained and enhanced and new development is to occur. Its components are:

  A. **Land Use.** Presents the proposed Land Use Plan and an overview of the General Plan's standards for population density and building intensity.

  B. **Economic Development.** Identifies the City's strategy for maintaining a strong economic base and fiscal balance that permits continued and enhanced levels of high-quality public services within the community.

  C. **Housing.** Identifies the community's housing needs and provides strategies for the production of housing for current and future residents of La Habra.

  D. **Historic/Cultural Resources.** Defines processes for the preservation of the City's historic and cultural buildings and sites.

  E. **Community Identity.** Addresses the physical, social and cultural elements that contribute to La Habra's distinct community identity.

  F. **Growth Management.** Ensures that growth and development in La Habra is based upon the City's ability to provide an adequate circulation system and infrastructure improvements.

- **Mobility/Circulation.** This chapter provides for the movement of goods and people, including autos, trucks, transit, bicycles, and other modes. It addresses key issues, such as trip reduction, parking, traffic safety, and neighborhood traffic calming.

  A. **Regional and Local Roadway Network/Facilities.** Establishes a roadway classification system, critical intersections, appropriate controls, and standards of acceptable operating conditions for roadways.

  B. **Non-Motorized/Alternative Transportation System.** Ensures that the City's circulation plan accounts for the needs of all roadway users, including pedestrians, bicyclists, transit users, children, older individuals and individuals with disabilities.

  C. **Goods Movement.** Supports the City's good movement objectives of serving the needs of industrial and commercial users while protecting neighborhoods and reducing impacts to residents.

  D. **Transportation Demand Management.** Defines strategies for reducing reliance on the private automobile while maintaining mobility.

  E. **Neighborhood Traffic Management Program.** Describes City-wide initiative to improve quality of life in residential neighborhoods by addressing traffic calming issues such as cut-through traffic and speeding.

  F. **Intelligent Transportation Systems.** Identifies strategies for using computer and communication technologies to make existing transportation systems operate more efficiently and safely.

  G. **Parking.** Provides policies aimed at achieving the City's goals for the efficient management of the existing parking supply, allocation of scarce parking resources, and reduction of overall parking demand.

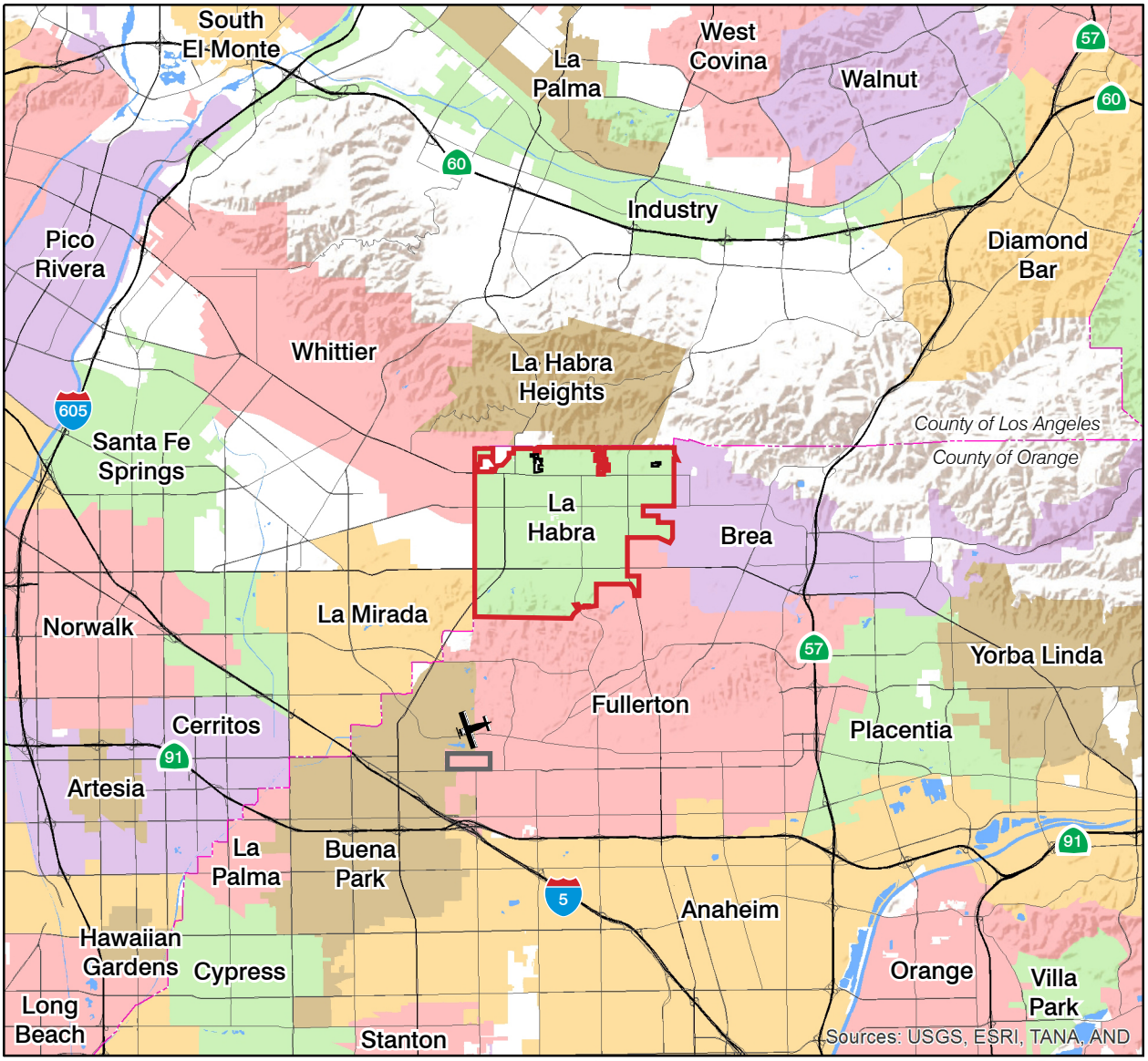
- **Infrastructure.** This chapter addresses the provision of public infrastructure, including water, sewer, storm drainage, solid waste source, source reduction and recycling, electricity, natural gas, and telecommunications. Its components are:

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

- **Community Services.** This chapter plans for the provision of public services, including education, recreational programs and parks, libraries, schools, police, fire, and health services, consistent with the City's growth and development strategy.

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

Regional Location



City Boundary

County Boundary

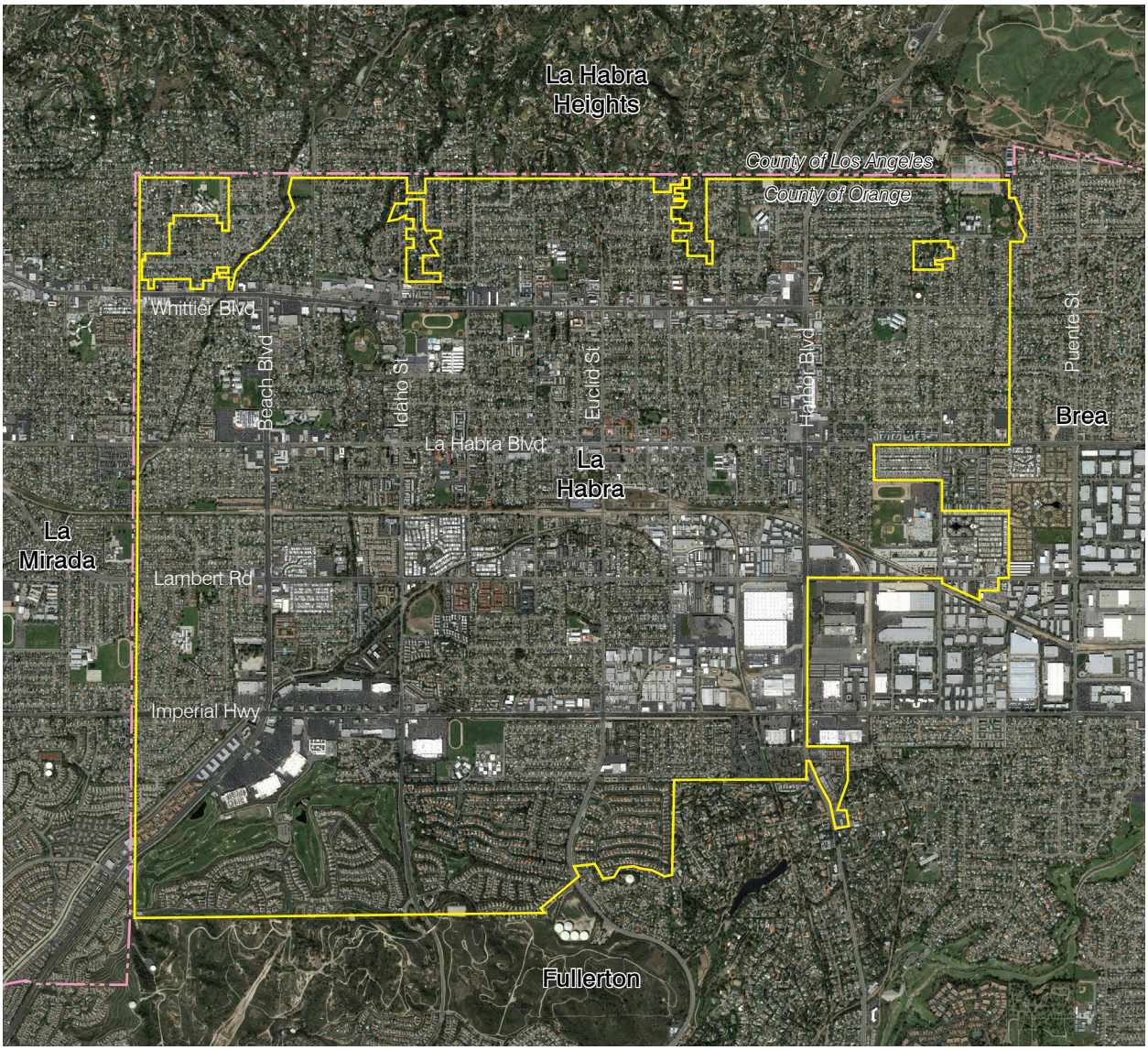
Fullerton Municipal Airport

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3. Project Description

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Citywide Aerial



City Boundary

County Boundary

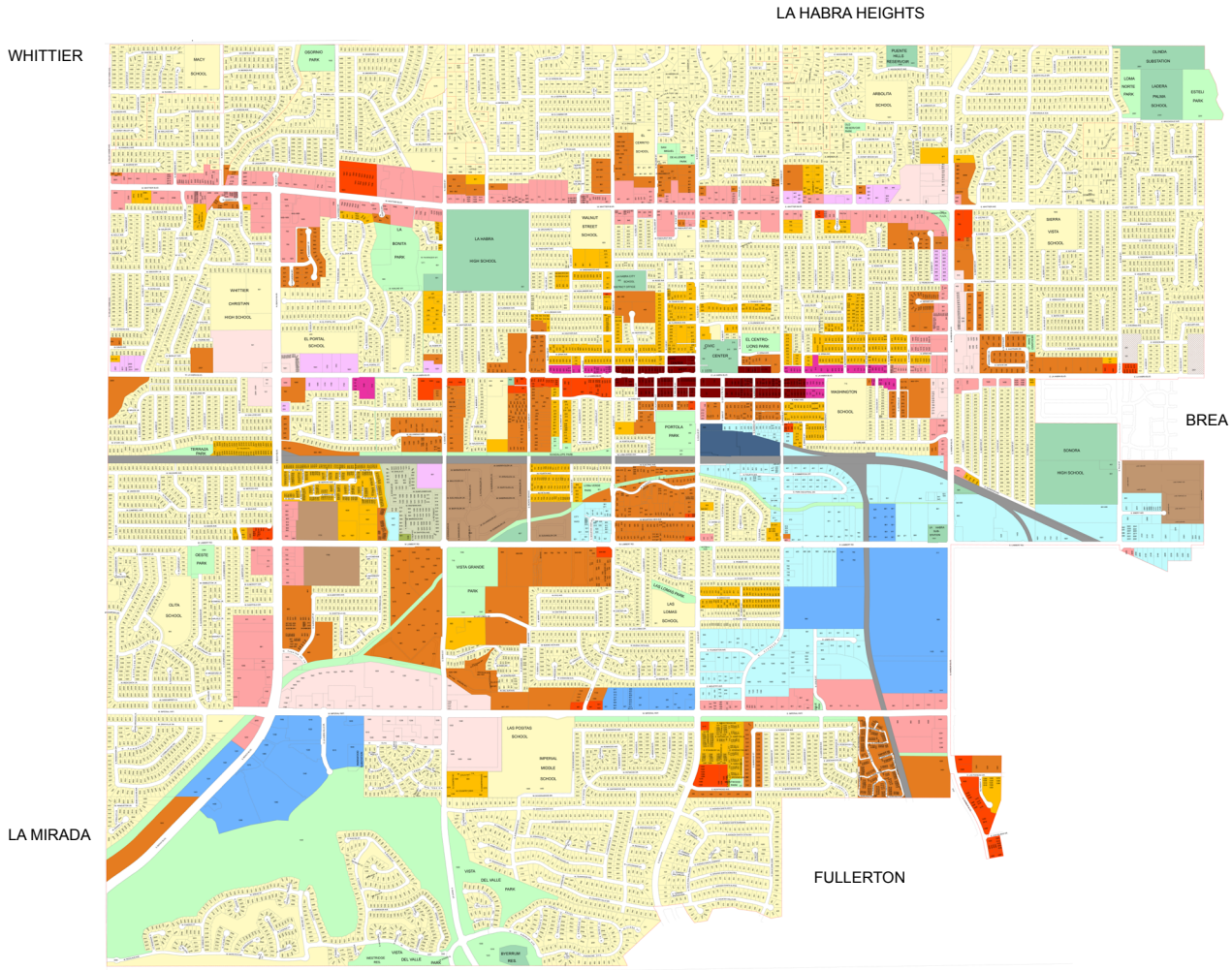
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Scale (Miles)

Source: Google Earth Pro 2012

3. Project Description

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2020 General Plan Land Use Plan



LAND USE CLASSIFICATION

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

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

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

OPEN SPACE
- Parks, Flood Channels

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

0 0.5
Scale (Miles)

Source: City of La Habra

3. Project Description

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- **Conservation and Natural Resources.** This chapter addresses the conservation and utilization of natural, cultural, and archeological resources within the community, including water, soils, minerals, air quality, as well as plant and animal resources. It also discusses issues related to future air quality and climate change, taking into consideration the effects of adopted plans and current legislation.

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

- **Community Safety.** This chapter plans for the welfare and safety of citizens and their property by identifying and mitigating potential effects of natural and man-made disasters, including, but not limited to, earthquakes, flooding, fires, hazardous waste, and other disasters. It also identifies existing and potential noise sources within the community and strategies to minimize the exposure of residents to noise.

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

3.3.2.2 PHYSICAL DEVELOPMENT UNDER THE PROPOSED GENERAL PLAN

Pursuant to CEQA Guidelines Section 15064(d), this EIR considers the direct physical changes and reasonably foreseeable indirect physical changes in the environment that would be caused by the General Plan Update. Consequently, this EIR focuses on impacts from changes to land use associated with buildout of the proposed land use plan, within the proposed General Plan policies, and impacts from the resultant population and employment growth in the City. The proposed land use plan for the ultimate development of the City is not linked to a timeline. However, for the purpose of this environmental analysis, buildout of the proposed land use plan is forecast for the year 2035.

The proposed General Plan generally follows the land uses and development intensities already allowed in the adopted General Plan, with most changes in use and intensity planned for corridors adjacent to La Habra's major arterial roadways. However, despite the similarities between the adopted General Plan and the proposed General Plan, this EIR must analyze impacts of buildout of the proposed General Plan compared to existing land uses.

Existing conditions in the planning area consist of 19,924 dwelling units and 8,087,350 square feet of nonresidential uses. At buildout, the proposed General Plan would allow for 25,153 residential dwelling units, and 12,523,299 square feet of nonresidential (commercial, office, industrial, and institutional) uses. Table 3-3 summarizes the acreage for each designation and shows a comparison between existing and proposed land uses. Buildout of the General Plan would result in 5,229 additional residential dwelling units and 4,435,949 additional square feet of nonresidential uses compared to existing land uses. These land use changes are

anticipated to generate 13,629 additional residents and 9,570 additional workers in the planning area. Proposed land uses are shown in Figure 3-4.

Table 3-3 Proposed General Plan Land Use Designations

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

Table 3-3 Proposed General Plan Land Use Designations

Land Use	Acres	Dwelling Units	Population	Nonresidential Square Feet	Employees
TOTAL	4,844	25,153	74,831	12,523,299	25,634
Existing Land Uses	4,844	19,924	61,202[2]	8,087,350	16,064[3]
Difference	–	5,229	13,629	4,435,949	9,570

Source: Atkins/The Planning Center|DC&E 2013.
[1] A majority of ROW in the City does not consist of parcels and is therefore not included in digital parcel information. Acreage for the "Right-of-way" land use category was calculated by subtracting all parcels in the City from the City's total acreage, since ROW is the only land use not accounted for within parcels.
[2] DOF 2013
[3] CDR 2012

3.3.2.3 CLIMATE ACTION PLAN

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

3.4 INTENDED USES OF THE EIR

This is a Program EIR that examines the potential environmental impacts of the proposed General Plan Update and CAP. This EIR is also being prepared to address various actions by the City and others to adopt and implement the General Plan. It is the intent of the EIR to enable the City of La Habra, other responsible agencies, and interested parties to evaluate the environmental impacts of the proposed project, thereby enabling them to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are as follows.

Table 3-4 Required Project Approvals

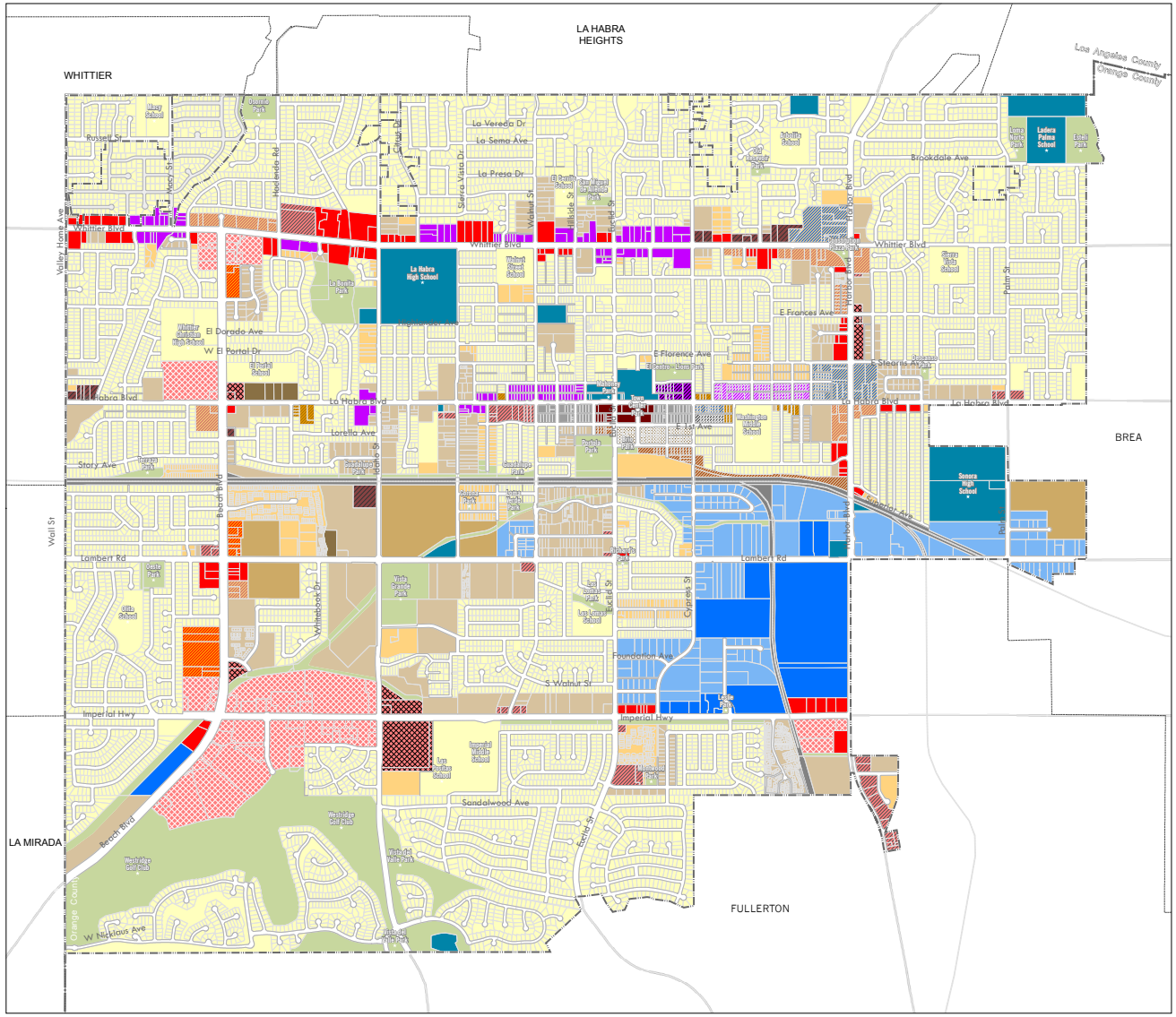
Lead Agency	Action
La Habra City Council	Certification of the City of La Habra General Plan Update EIR
	Adoption of the City of La Habra General Plan Update
	Adoption of the Climate Action Plan
Responsible Agencies	**Action**
Department of Housing and Community Development (HCD)	Approval of the Housing Element
Southern California Association of Governments (SCAG)	Revision of regional models related to growth and development projections

3.5 REFERENCES

California Department of Finance (DOF). 2013. Table E-5: Population and Housing Estimates for Cities, Counties, and the State, January 2011 - 2013, with 2010 Benchmark. http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php.

Center for Demographic Research (CDR). 2012. Orange County Projections, 2010 Modified.

Proposed Land Use Plan


LA HABRA HEIGHTS
WHITTIER
BREA
LA MIRADA
FULLERTON
Los Angeles County
Orange County
Whittier Blvd
La Habra Blvd
Beach Blvd
Lambert Rd
Imperial Hwy
Harbor Blvd
Brookdale Ave
Sandalwood Ave
Foundation Ave
Valley Home Ave
Walnut St
Orchard Dr
Hacienda Rd
Santa Fe Springs Rd
Portola Pkwy
Story Ave
Lorella Ave
Stearns Ave
E Florence Ave
E Frances Ave
El Dorado Ave
W El Portal Dr
W Nicklaus Ave
S Walnut St
Russell St
La Vereda Dr
La Sierra Ave
La Presa Dr
Sierra Vista Dr
Hillside Dr
Bridal Dr
Whittwood Dr
Cypress St
Euclid St
Rolling Hills Rd
La Habra High School
Sonora High School
Ladera Palma School
Whittier Christian High School
Washington Middle School
Imperial Middle School
Los Lomas School
Ocean View School
Olita School
Rancho La Bolsa Park
Central Park
Harry Park
Pioneer Park
Yorba Park
Yuba Park
Yuba Grande Park
Lions Park
Richfield Park
Bridal Park
Euclid Park
Lions Youth Park
Ladera Park
Eastridge Park
Whittwood Park
Whittwood Park
Whittwood

3. Project Description

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4. Environmental Setting

4.1 INTRODUCTION

The purpose of this section is to provide a "description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, from both a local and a regional perspective" pursuant to provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. The environmental setting will provide a set of baseline physical conditions that will serve as a tool from which the lead agency will determine the significance of environmental impacts resulting from the proposed project. In addition, subsections of Chapter 5, *Environmental Analysis*, provide a more detailed description of the local environmental setting for specific topical areas.

4.2 REGIONAL ENVIRONMENTAL SETTING

4.2.1 Regional Location

The City of La Habra is in the northwest corner of Orange County where it borders Los Angeles County. As shown in Figure 3-1, *Regional Location*, the City is surrounded by the cities of Whittier and La Habra Heights to the northwest, Brea to the east, Fullerton to the south, and La Mirada to the west. Three California state highways traverse the City. State Route 72 travels east–west as Whittier Boulevard west of Beach Boulevard; State Route 39 travels north–south as Beach Boulevard and then east–west as Whittier Boulevard east of Beach Boulevard; and State Route 90 travels east-west as Imperial Highway east of Beach Boulevard.

The City's sphere of influence (SOI) includes six small areas of unincorporated Orange County between the City and the Orange-Los Angeles county border (see Figure 3-2, *Citywide Aerial*). The planning area for the proposed project includes both the City and its SOI.

4.2.2 Regional Planning Considerations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs. As the southern California region's MPO, SCAG cooperates with the Southern California

Air Quality Management District, the California Department of Transportation, and other agencies in preparing regional planning documents. SCAG has developed regional plans to achieve specific regional objectives.

Regional Transportation Plan/Sustainable Communities Strategy

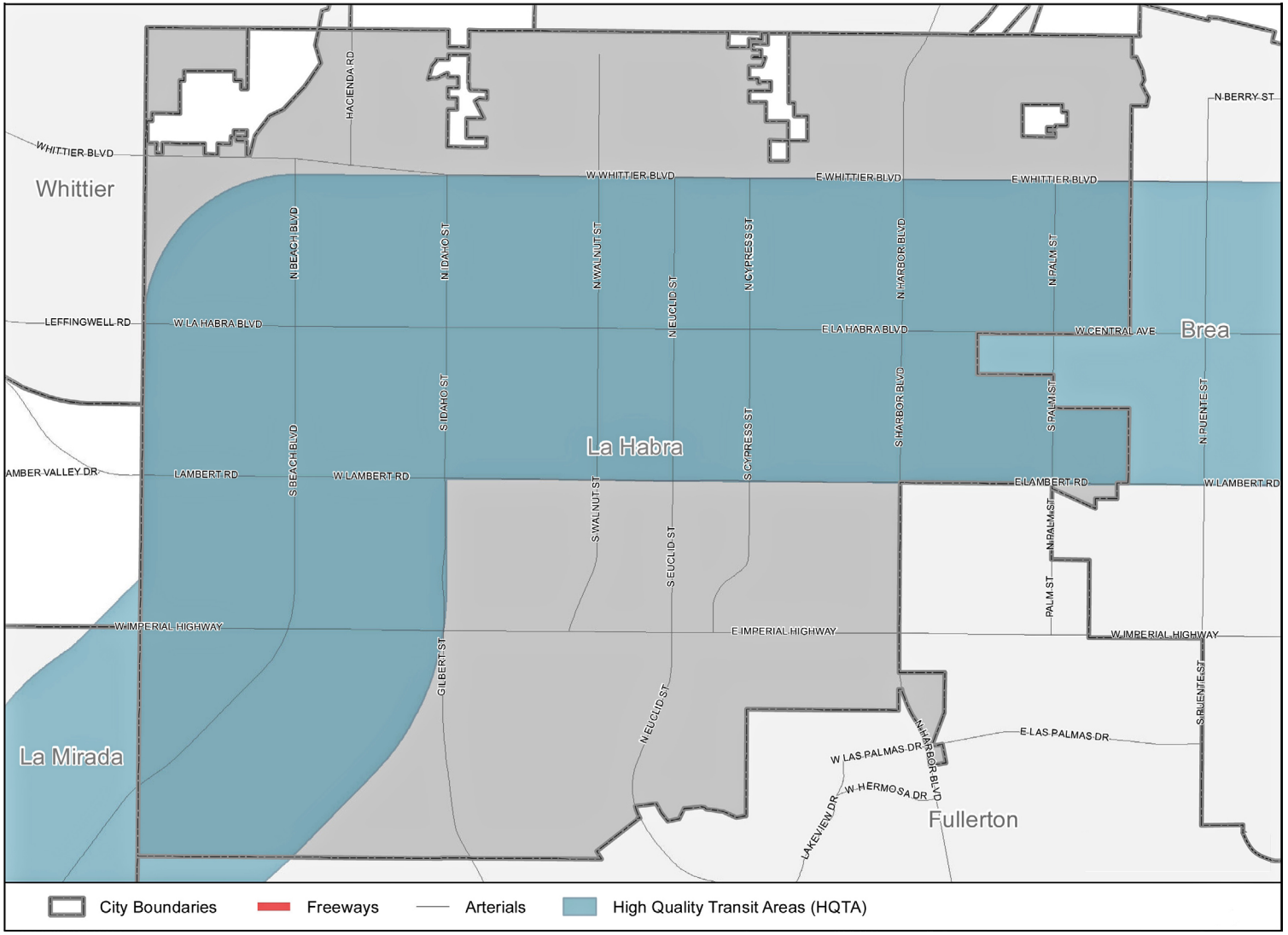
On April 4, 2012, SCAG adopted the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to help coordinate development of the region's transportation improvements. The RTP/SCS is a long-range transportation plan that is developed and updated by SCAG every four years. It provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project over a 20-year period, the RTP/SCS considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address regional mobility needs. The proposed project's consistency with the applicable 2012 RTP/SCS policies is analyzed in detail in Section 5.8, *Land Use and Planning*, of this EIR.

Compass Growth Vision

In 2004, SCAG adopted the Compass Growth Vision (CGV), which is a response, supported by a regional consensus, to the land use and transportation challenges facing southern California. SCAG developed the CGV in an effort to maintain the region's prosperity, continue to expand its economy, house its residents affordably, and protect its environmental setting as a whole. The CGV is a framework that helps local jurisdictions address growth management cooperatively and also helps coordinate regional land use and transportation planning. In conjunction with the CGV, SCAG also adopted the Compass Blueprint 2% Strategy, which is the part of the 2004 regional growth forecast policy that attempts to reduce emissions and increase mobility through strategic land use changes. The 2% Strategy is a guideline for how and where the CGV for southern California's future can be implemented toward improving measures of mobility, livability, prosperity, and sustainability for local neighborhoods and their residents. The program resulted in a plan that identifies strategic growth opportunity areas (2% Strategy Opportunity Areas). These opportunity areas are roughly 2 percent of the land area in the southern California region.

With the adoption of the 2012 RTP/SCS, the areas previously known as 2% Strategy Opportunity Areas were updated by SCAG and replaced with what are now called High Quality Transit Areas (HQTAs), which are a part of, and integrated into, the SCS portion (Chapter 4) of the 2012 RTP/SCS. An HQTA is generally a walkable transit village or corridor that is within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The overall land use pattern of the 2012 RTP/SCS focuses jobs and housing in the region's designated HQTA (SCAG 2013). A broad corridor encompassing over half of the City of La Habra is identified as a HQTA in the 2012 RTP/SCS. As shown in Figure 4-1, the corridor includes all areas within one half-mile of Beach and La Habra Boulevards.

High Quality Transit Areas in the City of La Habra



Source: SCAG 2011

4. Environmental Setting

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Air Quality and Global Climate Change

The City of La Habra is in the South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District. The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. These regulated air pollutants are known as criteria air pollutants and are: carbon monoxide, volatile organic compounds (VOC), nitrogen oxides (NO_X), sulfur dioxide, coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead. VOC and NO_X are criteria pollutant precursors and go on to form secondary criteria pollutants, such as ozone (O_3), through chemical and photochemical reactions in the atmosphere. Air basins are classified as attainment/nonattainment areas for particular pollutants, depending on whether they meet ambient air quality standards (AAQS) for that pollutant. The SoCAB is designated nonattainment for ozone (O_3), fine inhalable particulate matter ($PM_{2.5}$), coarse inhalable particulate matter (PM_{10}), and lead (Los Angeles County only) under the California and National AAQS and nonattainment for nitrogen (NO_2) under the California AAQS.

Assembly Bill 32, the Global Warming Solutions Act (2006)

Current State of California guidance and goals for reductions in greenhouse gas (GHG) emissions are generally embodied in Assembly Bill 32 (AB 32), the Global Warming Solutions Act. AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in Executive Order S-3-05.

AB 32 directed the California Air Resources Board (CARB) to adopt discrete early action measures to reduce GHG emissions and outline additional reduction measures to meet the 2020 target. Based on the GHG emissions inventory conducted for the Scoping Plan by CARB, GHG emissions in California by 2020 are anticipated to be approximately 596 million metric tons CO_2equivalent (MMTCO2e). In December 2007, CARB approved a 2020 emissions limit of 427 $MMTCO_2e$ (471 million tons) for the state. The 2020 target requires a total emissions reduction of 169 $MMTCO_2e$, 28.5 percent from the projected emissions of the business-as-usual scenario for the year 2020 (i.e., 28.5 percent of 596 $MMTCO_2e$) (CARB 2008).[1]

Regional Water Quality Control Board/Watershed

The City of La Habra and its SOI are in the jurisdictional area of the Santa Ana Regional Water Quality Control Board (Region 8). La Habra is entirely within the Coyote Creek Watershed (CCW), which is sometimes called the Lower San Gabriel River–Coyote Creek Watershed. This watershed drains approximately 165 square miles of Los Angeles, Orange, and San Bernardino counties. Generally, the northern and eastern portions of the CCW are characterized by permeable aquifer materials and therefore accept groundwater recharge. The areas in the southern and western portions of the watershed have an impermeable aquitard, which substantially limits the potential for groundwater recharge (Atkins 2012).

[1] CARB defines BAU in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

Surface water bodies within the City are seasonal drainage channels and include Coyote Creek, Imperial Channel, and La Mirada Creek. The general pattern of drainage flow in the City is from the north and south toward 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.

The City overlies the small, unadjudicated La Habra Groundwater Basin that is separated from the Orange County Basin. Therefore, groundwater conditions, management, and policies that exist throughout much of the Orange County Basin are not applicable to La Habra. The geologic structure of the La Habra Basin area is dominated by the northwest-trending, U-shaped down-fold known as the La Habra Syncline, which is bounded on the north by the Puente Hills and on the south by the Coyote Hills. The La Habra Basin, which is part of the Anaheim Hydrologic Subunit and the Los Angeles-Gabriel Hydrologic Unit, underlies Metropolitan Water District member agencies, the municipal water districts of Orange County and the City of Fullerton. Groundwater production occurs in the La Habra Basin. The estimated safe yield of the La Habra Basin is 4,500 acre-feet per year. Currently, the three City-owned wells have a capacity of 4,100 acre-feet per year. The two most recently developed wells at La Bonita Park and Portola Park are piped to a central blending facility located at La Bonita Park. The two wells are blended with supplies from the California Domestic Water Company to minimize the concentrations of total dissolved solids (TDS). The La Bonita Well is treated with sodium hypochlorite, a disinfectant, prior to blending. The Portola Well is treated, prior to blending, with sodium hypochlorite, and a sequestering agent, which is intended to suspend iron and manganese in solution. Treatment of the Idaho Well consists of air-stripping to remove hydrogen sulfide, disinfecting with sodium hypochlorite, and injecting a hexametaphosphate solution to separate out the iron and manganese. The City of La Habra is currently taking measures to adjudicate the basin (Atkins 2012).

Regional Habitat Conservation Plans and Areas

Central and Coastal Orange County NCCP/ HCP

The Central and Coastal Orange County Natural Community Conservation Plan and Habitat Conservation Plan (NCCP/HCP) and its associated implementation agreement cover 13 cities in Orange County, including the City of La Habra. The plan, which was adopted in 1996, created a multi-species/multi-habitat reserve system and implements a long-term management program to protect coastal sage scrub and species that utilize coastal sage scrub habitat. Protected species include the coastal California gnatcatcher, cactus wren, and orange-throated whiptail. Because the City is a participant in the funding and development of the NCCP/HCP, all City-owned parcels fall under the plan's participating landowner system. Individual property owners are considered "nonparticipating landowners" but must also satisfy regulatory requirements under the plan (Atkins 2012).

Despite the City of La Habra's role as a participant in the Central and Coastal Orange County NCCP/HCP, the planning area is not in the "subregional focus areas" that are protected by the plan. The Central and Coastal Subregion is a 325-square-mile area that spans the middle portion of Orange County. The nearest portion of the Central Subarea—near the junction of the SR-55 and SR-91 freeways—is approximately seven miles from the southeast corner of La Habra's boundary.

4.3 LOCAL ENVIRONMENTAL SETTING

4.3.1 Location and Land Use

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

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

The planning area encompasses 4,844 acres (or 7.6 square miles). As shown in Table 4-1, *Existing Land Use Summary*, and Figure 4-2, the majority (51 percent) of the planning area is currently occupied by residential land uses, with the largest single land use being single-family residential (40 percent). With a few exceptions, existing commercial uses are concentrated along La Habra's major arterial roadways: Beach Boulevard (SR-39), Harbor Boulevard, Imperial Highway (SR-90), La Habra Boulevard, and Whittier Boulevard (SR-72/SR-39). Multifamily residential uses are widely dispersed, but are generally near these same corridors. Existing industrial uses are highly concentrated in the east-central area of the City, between Euclid Street and Harbor Boulevard, and between the Union Pacific Railroad and Imperial Highway.

La Habra is highly urbanized; it has no major water bodies, large expanses of open space, or substantial areas of vacant land, with the exception of open space areas that support public parks, schools, and drainage courses. Over 300 acres—or 6 percent—of the planning area is parks and flood control channels, and another 225 acres are existing schools that devote a portion of the school campus to open playfield areas. Schools and parks are evenly distributed throughout the City.

Table 4-1 Existing Land Use Summary

Land Use	Acres	Percent of Planning Area	Typical Densities and FARs	Estimated Yield
City Limits				
Residential				
Single Family Residential	1,832	38%	6.3 units/acre	11,541 units
Multi-Family Residential	463	9%	15.05 units/acre	6,968 units
Mobile Home Park	84	2%	8.1 units /acre	680 units
Subtotal	2,379	49%	–	19,189

4. Environmental Setting

Table 4-1 Existing Land Use Summary

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

Table 4-1 Existing Land Use Summary

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

Source: Atkins 2012.
Notes: Information is based on the actual uses of the land and reflects the existing built environment, which differs from the City's 2020 General Plan land use designations and zoning.
SF=square feet; FAR=floor area ratio

4.3.2 Surrounding Land Uses

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

4.3.3 General Plan and Zoning

Current General Plan and Land Use Designations

Table 3-2, *Current General Plan Land Use Designations*, presents a breakdown of current General Plan land use designations in La Habra. As shown in Table 3-2, 19 land use designations currently regulate development in the City. The largest land use designation is Low Density Residential, which makes up approximately 39 percent of the planning area. Residential land use designations, in general, represent 55 percent of the planning area.

Existing Zoning

Title 18 (Zoning) of the City of La Habra Municipal Code provides the basis for current zoning in the City. The City's official zoning map has multiple residential and commercial designations as well as designations for civic utility, planned commercial industrial, light manufacturing, open space, and parking uses. The zoning map also identifies the following five specific plan areas, for which location-specific zoning regulations apply:

- Euclid Street Specific Plan
- La Habra Boulevard Specific Plan

- La Habra Hills Specific Plan
- Lambert/Idaho Specific Plan
- Voit Specific Plan

4.4 ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

Section 15355 of the CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts are the change caused by the incremental impact of an individual project compounded with the incremental impacts from closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

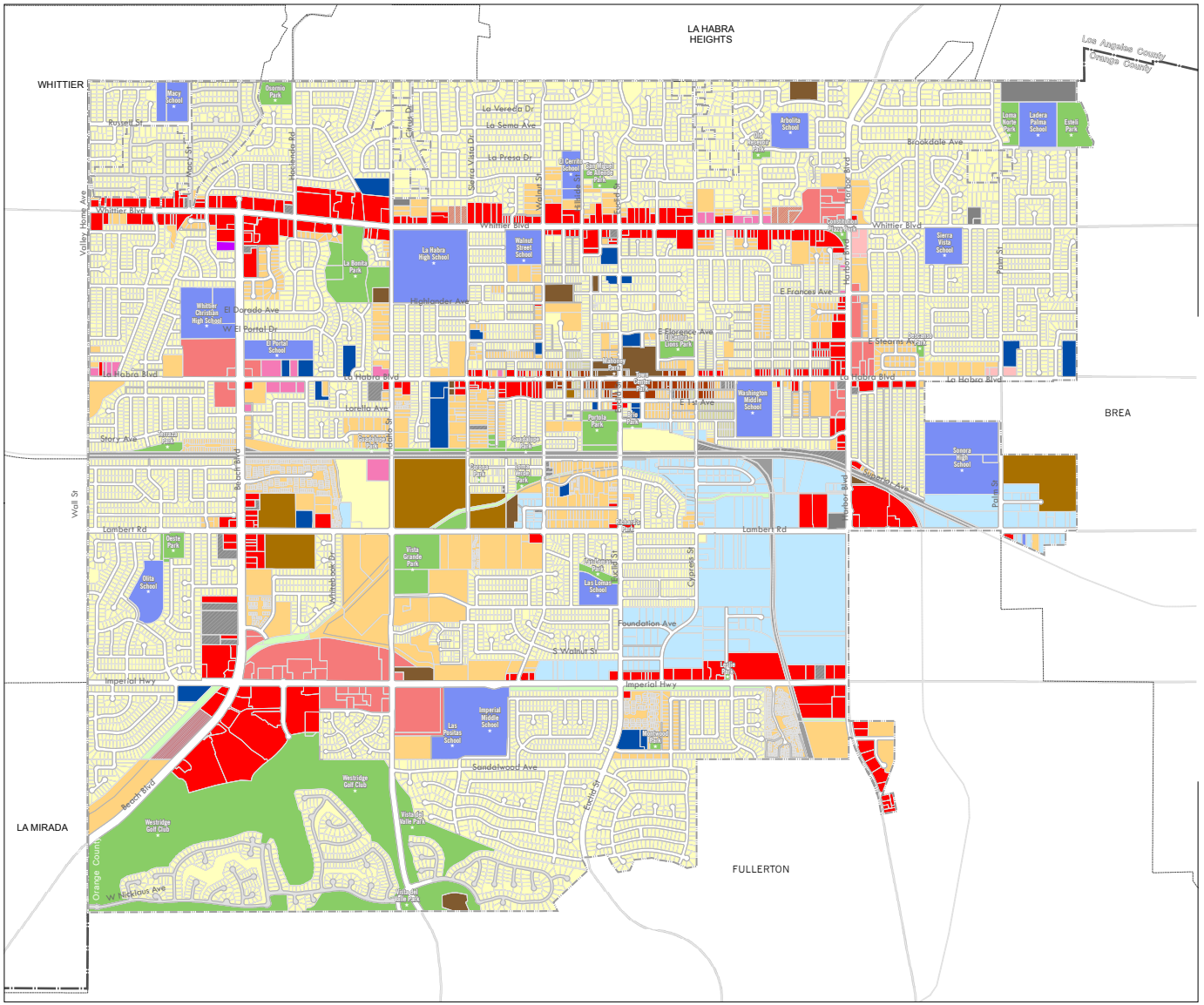
Section 15130 of the CEQA Guidelines states that cumulative impacts must be discussed when the project's incremental effect is considerable. It further states that this discussion of cumulative impacts must reflect the severity of the impacts and the likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The CEQA Guidelines (Section 15130 [b][1]) state that the information used in an analysis of cumulative impacts should come from one of two sources:

1) A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or

2) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

The cumulative impact analysis contained in this EIR uses method No. 2. The proposed project consists of the La Habra General Plan Update and Climate Action Plan. Consistent with Section 15130(b)(1)(B) of the CEQA Guidelines, this EIR analyzes the environmental impacts of development in accordance with the proposed land use plan. As a result, this EIR addresses the cumulative impacts of development within the City of La Habra and the larger region surrounding it, as appropriate. In most cases, the potential for cumulative impacts is contiguous with the City boundary, since the City is the service provider for various City services and public utilities. Potential cumulative impacts related to traffic, air quality, and noise, which have the potential for impacts beyond the City boundary, have been addressed through use of a traffic model. The City uses the OCTAM traffic model to forecast cumulative growth in the City and regionally. Regional growth outside of the City has accounted for traffic, air quality, and noise impacts through use of this model, which is a socioeconomic traffic model that uses regional growth projections to calculate future traffic volumes. The growth projections adopted by the City and surrounding area are used for the cumulative impact analyses of this EIR. Please refer to Chapter 5 of this EIR for a discussion of the cumulative impacts associated with development and growth within the City and region.

Existing Land Uses



Existing Land Use

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

0 0.5
Scale (Miles)

Source: City of La Habra

4. Environmental Setting

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4.5 DETAILED DESCRIPTIONS OF THE ENVIRONMENTAL SETTING

More detailed descriptions of the environmental setting are provided in each resource subsection of Chapter 5.

4.6 REFERENCES

Atkins. 2012. Technical Background Report for the City of La Habra General Plan Update.

Southern California Association of Governments (SCAG). 2011. High Quality Transit Areas (HQTA) in the City of La Habra [2035 Plan]. http://webapp.scag.ca.gov/scsmaps/Maps/Orange%20County/subregion/OCCOG/La%20Habra/image/La_Habra_TPP.jpg.

4. Environmental Setting

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5. Environmental Analysis

5.1 AESTHETICS

This section of the Environmental Impact Report (EIR) describes the existing landform and aesthetic character of the project area and discusses the potential impacts to the visual character of the City of La Habra and its sphere of influence (SOI) (together referred to as the City) from implementation of the La Habra General Plan Update (proposed project). This section includes a discussion of the qualitative aesthetic characteristics of the existing environment that would be potentially degraded by the proposed project's implementation and the consistency of the project with established relevant visual resources policies.

5.1.1 Environmental Setting

Visual Setting

Character and Land Use

The City encompasses 4,844 acres (or 7.6 square miles). As shown in Table 4-1, *Existing Land Use Summary*, of Chapter 4, *Environmental Setting*, the majority (51 percent) of the planning area is occupied by residential land uses, with the largest single land use being single-family residential (40 percent). With a few exceptions, existing commercial uses are concentrated along La Habra's major arterial roadways: Beach Boulevard (SR-39), Harbor Boulevard, Imperial Highway (SR-90), La Habra Boulevard, and Whittier Boulevard (SR-72). Multifamily residential uses are widely dispersed, but are generally near these same corridors. Existing industrial uses are highly concentrated in the east-central area of the City, between Euclid Street and Harbor Boulevard, and between the Union Pacific Railroad and Imperial Highway.

La Habra is highly urbanized and does not contain any major water bodies, large expanses of open space, or substantial areas of vacant land, with the exception of open space areas that support public parks, schools, and drainage courses. Over 300 acres—or 6 percent—of the planning area is parks and flood control channels, and another 225 acres are existing schools that devote a portion of the school campus to open playfield areas. Schools and parks are evenly distributed throughout the City.

The City's built environment is characterized as "low rise," with predominantly one- to two-story buildings and development of no more than four stories.

Landform and Topography

The City is in the Peninsular Ranges Geomorphic Province, a region of northwest-trending mountains and valleys extending from the Los Angeles Basin in southwestern California south into Baja California, Mexico. The Los Angeles Basin is an alluvial basin extending from the Pacific Coast inland to the Santa Monica

Mountains, Hollywood Hills, and San Gabriel Mountains to the north, and Santa Ana Mountains to the east. The City is situated within the La Habra Basin between the Puente Hills to the north and the Coyote Hills to the south. Topographically, La Habra is characterized as a valley, with gentle rolling terrain and hillsides in the northern and southern portions of the planning area. The most prominent topographic features within the planning area are the hillsides of the Puente Hills to the north and the West Coyote Hills to the south. Valley elevations range from approximately 300 to 350 feet above mean sea level (amsl) and hillsides range from 417 to 604 feet amsl.

Visual and Scenic Resources

The visual and scenic resources within the planning area include a variety of viewsheds—including the La Habra Basin, West Coyote Hills, Puente Hills, and the San Gabriel Mountains—all of which contribute to the unique character of La Habra. The Puente Hills are at an elevation of approximately 417 feet to the north, whereas the West Coyote Hills Range top out at approximately 604 feet to the south. Residents of La Habra also have views of the 10,000-foot-high San Gabriel Mountains to the north. The hillsides of the Puente Hills and West Coyote Hills constitute a significant natural topographical feature, visible to all residents and visitors.

Light and Glare

Sources of light and glare exist within the confines of the City, including building (interior and exterior), security, sign illumination, and parking-area lighting. These sources are mostly associated with the residential, commercial, and industrial uses located throughout the City. Other sources of nighttime light and glare include street lights and vehicular traffic along surrounding roadways. Additionally, a significant amount of ambient lighting comes from surrounding communities and roadways.

Regulatory Setting

Local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

City of La Habra Zoning Code and Specific Plans

Zoning Code

The City of La Habra's Zoning Code (Title 18 of the City's Municipal Code) identifies land use categories, development standards, and other general provisions that ensure consistency between the City's General Plan and proposed development projects. The following is a description of the provisions of the City's Zoning Code that are applicable to the proposed project.

- **Chapter 18.68 (Design Review).** This chapter outlines the City's design review process, which is established in order to ensure that buildings, structures, signs and landscaping will be in harmony with other structures and improvements in the vicinity of the proposed development and consistent with the City's General Plan and the Zoning Code. As outlined in this chapter, before any building or structure

that requires design review is erected on any lot, design plans shall be submitted to and approved by the City's Planning Commission subject to the provisions of this chapter.

- **Chapter 18.74 (Neighborhood Preservation, Code Enforcement, and Abatement).** The purpose of this chapter is to require the maintenance of property on commercial, industrial and residentially-zoned property in a manner that will further the stated goals of the City, including the promotion of aesthetic considerations and the protection of its citizens and their property. The chapter outlines the parameters for declaring a private property within the City a public nuisance and the guidelines for preventing such properties from becoming a public nuisance.
- **Chapters 18.24 through 18.38 (Zone Standards).** This section outlines applicable development standards (e.g., development densities and intensities, building heights, landscaping, setbacks) for all zoning designations.

Provisions of the Zoning Code pertaining to aesthetic issues are supplemented by this additional section of the Municipal Code related to signage:

- **Chapter 15.40 (Outdoor Advertising Signs and Structures).** This chapter establishes development standards for signs within the City, including requirements for type, lighting, and location.

Specific Plans

The City has adopted the following five specific plans, which include location specific design standards:

- Euclid Street Specific Plan (adopted by the City in April 2007)
- La Habra Boulevard Specific Plan (adopted by the City in December 1999)
- La Habra Hills Specific Plan (adopted by the City in March 1992)
- Lambert/Idaho Specific Plan (adopted by the City in March 2004)
- Voit Specific Plan (adopted by the City in February 2005)

Each of the aforementioned specific plans serves as the zoning for the area covered under the plan. The provisions in each of the specific plans control the use and development of property within the respective specific plan boundary to the same extent as if set forth in in the City's Zoning Code. Each specific plan acts as the regulatory document that the City uses to guide development within that area and help maintain consistency with and carry out the goals, objectives, and policies of the General Plan. Each specific plan establishes the necessary plans, development standards (e.g., development densities and intensities, setbacks, building heights, etc.), land use regulations, infrastructure requirements, design guidelines (e.g., architectural styles, building massing and types, landscaping, lighting, etc.), financing methods, and implementation programs for subsequent development activities within each specific plan area.

5.1.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

AE-1 Have a substantial adverse effect on a scenic vista.

AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

AE-3 Substantially degrade the existing visual character or quality of the site and its surroundings.

AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant: AE-1 and AE-2. This impact will not be addressed in the following analysis.

5.1.3 Environmental Impacts

The evaluation of aesthetics and aesthetic impacts is highly subjective. It requires the application of a process that objectively identifies the visual features of the existing environment and their importance. The characterization of aesthetics involves establishing the existing visual characteristics—including visual resources and scenic vistas—unique to La Habra. Visual resources are determined by identifying existing landforms (e.g., topography and grading), views (e.g., scenic resources such as natural features or urban characteristics), viewing points/locations, and light and glare (e.g., nighttime illumination). Changes to the existing aesthetic environment from implementation of the General Plan Update are identified and qualitatively evaluated based on the proposed modifications to the existing setting and the viewers' sensitivity. It should be noted, however, that there are no locally designated or defined standards or methodologies for the assessment of aesthetic impacts.

Potential land use effects of the proposed General Plan Update on surrounding land uses are considered in the discussion of land use compatibility in Section 5.8, *Land Use and Planning*.

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.1-1: Future development accommodated by the General Plan Update would alter the visual appearance of some portions of the City, but would not substantially degrade the existing visual character or quality of the City and its surroundings. [Threshold AE-3]

Impact Analysis: With the exception of approximately 525 acres (or 10 percent) of the City, La Habra is highly urbanized and does not contain any large expanses of open space or substantial areas of vacant land. Of the 525 acres, 300 acres consist of parks and flood control channels and another 225 acres are existing schools that devote a portion of the school campus to open playfield areas. The predominant land use (55.5 percent) in the City is residential with commercial and industrial making up the rest.

Future development in accordance with the General Plan Update would allow for development of currently undeveloped parcels and alteration, intensification, and redistribution of some existing land uses. Although the City is mostly developed, there are portions of the City that are envisioned to be developed or

redeveloped with a different mix of uses and/or more intensive land uses under the General Plan Update (e.g., conversion of vacant parcels or underutilized areas into residential, commercial, or mixed uses). The majority of the development and redevelopment potential of the General Plan Update would occur in areas of the City that are already developed. Proposed land use designations would generally remain similar to existing land uses designation. For example, the majority of existing residential land uses in the City would remain and the land use designations of these areas would also remain. The areas currently designated open space would remain open space under the proposed General Plan Update land use plan (see Figures 3-4 and 3-5).

As illustrated in Figures 3-4 and 3-5, most of the land use changes and development potential proposed under the General Plan Update would occur along La Habra's commercial corridors, including Whittier and La Habra Boulevards. Greater allowable building intensity and the allowance of mixed uses in these areas that currently feature single uses could result in a change in the visual character of the immediate area, but it would not result in a substantial cumulative change or degradation of visual character or quality in La Habra. Concentrating redevelopment efforts through revitalization of the commercial corridor areas of the City would also result in an improvement in the existing visual quality of these areas by reinvigorating business investment in the community and developing new and renovated buildings with a high level of architectural design and quality. General Plan Update polices encourage enhanced design character in commercial centers and corridors (Policy LU 11.6) and sensitive transitions in building scale between neighborhoods (Policy LU 9.3). Enhanced architectural quality is also encouraged for new and renovated multifamily uses (Policy LU 9.1). As outlined in Chapter 3, *Project Description*, one of the goals of the General Plan Update is to place a high priority on the reinvestment and revitalization of the community to improve the quality and vitality of La Habra's commercial corridors, including Whittier and La Habra Boulevards.

The City understands the importance of La Habra's viewsheds of the La Habra Basin, West Coyote Hills, Puente Hills, and the San Gabriel Mountains which contribute to the quality of life for residents. As a result, the General Plan Update includes policies addressing visual impacts to natural topography and manmade scenic resources. Specific policies included in the General Plan Update include (policy number references are provided in parentheses):

- **Natural Setting.** Maintain the City's hillsides and open spaces as elements that separate and distinguish La Habra from surrounding communities (CI 1.4).
- **Protect Scenic Views.** Protect the viewsheds of the La Habra Basin, West Coyote Hills, Puente Hills, and the San Gabriel Mountains from public parks, major transportation corridors, and public open spaces (SM 1.1).
- **Natural Topography.** Preserve the scenic quality of La Habra's natural topography, hillsides, open space, and natural riverine areas (SM 1.2).
- **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 1.4).

Future development and/or redevelopment activities that would be accommodated under the General Plan Update would also be controlled by the development standards and regulations outlined in the City's Zoning

Code. All development or redevelopment activities would be required to adhere to the provisions of the City's Zoning Code, including the general development standards outlined in Article II (Zone Standards) and the sign regulations outlined in Chapter 15.40 (Outdoor Advertising Signs and Structures). These standards regulate the features of buildings and streets that affect the public realm and help guide the physical development of any development project within the City's boundaries. Additionally, each of the City's adopted specific plans—Euclid Street Specific Plan, La Habra Boulevard Specific Plan, La Habra Hills Specific Plan, Lambert/Idaho Specific Plan, and Voit Specific Plan—outlines provisions (including building and site design standards and architectural and landscape design guidelines) that control the use and development of property within the respective specific plan boundary. Any future development or redevelopment activities that would occur within the boundaries of each specific plan would be required to adhere to the provisions of the applicable specific plan. Adherence to the provisions of the City's Zoning Code and adopted specific plans is ensured through the City's development review and building plan check process.

Furthermore, development or redevelopment activities that would be accommodated under the General Plan Update would be required to adhere to the City's design review process in accordance with Chapter 16.68 (Design Review) of the City's Zoning Code. As outlined in this chapter, before any building or structure that requires design review is erected on any lot, design plans are required to be submitted to and approved by the City's Planning Commission subject to the provisions of this chapter. Design review by the City is further emphasized under Community Development Policy LU 4.4 of the General Plan Update (see Section 5.1.4, *Relevant General Plan Policies*), which calls for 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.

The City ensures that residential, commercial, and industrial properties are properly maintained through the provisions outlined in Chapter 18.74 (Neighborhood Preservation, Code Enforcement, and Abatement) of the City's Zoning Code, which require the maintenance of such properties in a manner that furthers the stated goals of the City, including the promotion of aesthetic considerations and the protection of its citizens and their property. The chapter outlines the parameters for declaring a private property within the City a public nuisance and the guidelines for preventing such properties from becoming a public nuisance.

The General Plan Update also contains policies designed to minimize aesthetic impacts of new development or redevelopment projects throughout the City. A list of proposed General Plan Update policies relating to visual character and quality is included under Section 5.1.4, *Relevant General Plan Policies*. For example, Community Development Policy LU 4.1 calls for development to be 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.

Therefore, implementation of the General Plan Update would not introduce a substantial amount of new development or intensify development in a manner that would damage or alter the visual character or quality of the City. Adherence to the City's provisions and other existing regulations and implementation of the

General Plan Update policies would ensure that future development activity would not substantially degrade the visual character or quality of the City or its surrounding.

Impact 5.1-2: Future development accommodated by the General Plan Update would generate additional light and glare in the City, which could impact surrounding land uses. [Threshold AE-4]

Impact Analysis: Sources of light and glare exist within the confines of the City, including building lighting (interior and exterior) and materials (e.g., glass, reflective materials), security, sign illumination, and parking-area lighting. These sources are mostly associated with the residential, commercial, and industrial uses located throughout the City. Other sources of nighttime light and glare include street lights and vehicular traffic along surrounding roadways. Additionally, a significant amount of ambient lighting from surrounding communities and roadways also exists.

The majority of the development and redevelopment potential of the General Plan Update would occur in areas of the City that are already developed or designated for development, with most of the land use changes and development potential proposed under the General Plan Update occurring along La Habra's commercial corridors, including Whittier and La Habra Boulevards. Future development and/or redevelopment activities in these areas and others throughout the City would generate new sources of light and glare that could affect day or nighttime views in the City and surrounding communities. Sources of light and glare from new development or redevelopment would include lighting needed to provide nighttime street and building illumination, security lighting, nighttime traffic, sign illumination, and lighting associated with construction activities and potential glare from building and site improvement materials.

Daytime Glare

Because the City and surrounding area are largely developed, the daytime glare associated with improvements and structures of future development projects that would be accommodated by the General Plan Update would not substantially increase glare within the planning area. Greater allowable building intensity in developed areas of the City and the allowance of mixed uses in these areas that currently feature single uses could result in greater surface areas of buildings, parking lots, and other flat surfaces that are reflective and create glare. However, since the corridors are highly urbanized and built out, changes in surface area would be negligible. Additionally, mixed uses are not anticipated to generate more glare than their constituent parts (residential, commercial, and office uses) that are already present on or near these commercial corridors.

Development or redevelopment activities that would be accommodated under the General Plan Update would also be required to adhere to the provisions of the City's Zoning Code, including the general development standards outlined in Article II (Zone Standards) and the sign regulations outlined in Chapter 15.40 (Outdoor Advertising Signs and Structures). Additionally, new development or redevelopment along La Habra Boulevard would be required to comply with the provisions outlined in the La Habra Boulevard Specific Plan, which is codified in Article III (Special Zones) of the City's Zoning Code. The specific plan includes design guidelines geared toward building material and façade treatments. For example, Section A (Façade Treatments) of Chapter 5 (Design Guidelines) of the specific plan calls for the following provisions:

- All aluminum storefronts shall be painted or anodized with an accent color approved by the Planning Commission. No bare aluminum shall be used.
- The use of reflective "mirror"-type glass windows (glazing) or "mirror"-type reflective film and glass and metal panels is not permitted.

Development or redevelopment under the General Plan Update would be required to adhere to the City's design review process in accordance with Chapter 16.68 (Design Review) of the City's Zoning Code. As outlined in this chapter, before any building or structure that requires design review is erected on any lot, design plans are required to be submitted to and approved by the City's Planning Commission subject to the provisions of that chapter. The General Plan Update also contains policies designed to minimize glare impacts from new development or redevelopment projects on surrounding sensitive uses (see Conservation/Nature Resources Policies SM 1.6 and SM 1.8 in Section 5.1.4, *Relevant General Plan Policies*). For example, Conservation/Nature Resources Policy SM 1.6 calls for support practices in new developments that avoid the creation of incompatible glare or reflection through development design features. Adherence to the City's provisions and other existing regulations and implementation of the policies of the General Plan Update would minimize potential impacts relating to glare-generating surfaces and materials from new development and redevelopment projects that would be accommodated by the General Plan Update.

Nighttime Lighting and Glare

Because the City and surrounding area are largely developed, the lighting associated with improvements and structures of future development projects that would be accommodated by the General Plan Update would not substantially increase nighttime lighting and glare within the planning area. La Habra is generally built out and is anticipated to grow primarily by way of greater development intensities and a different mix of uses allowed in certain areas of the City, specifically along the City's commercial corridors. Therefore, substantial nighttime lighting and glare impacts are not anticipated to occur in these areas.

The City also contains lighting standards that would be applicable to development activity associated with new development that would be accommodated by the General Plan Update (La Habra Municipal Code, Section 7.6.50, *Development Standards for Light and Glare Control*). The City does not have a lighting ordinance specifying the maximum amount of lighting that may be generated by new development projects. However, all proposed exterior lighting would be designed, arranged, directed, or shielded in such a manner as to contain direct illumination onsite, in accordance with the development standards for light and glare control in the Municipal Code. Focusing lights where they are needed for public safety and direction reduces light pollution and glare.

Additionally, Chapter 15.40 (Outdoor Advertising Signs and Structures) of the Municipal Code establishes development standards for signs within the City including requirements for type, lighting and location. For example, as outlined in Section 15.40.150 (Electric Signs—Construction and Design), flashing lights and flashing arrows are not permitted, and it is unlawful for any person to maintain any sign that is wholly or partially illuminated, which creates glare upon the public streets, sidewalks, or adjacent residential property.

As previously stated, the Municipal Code has development standards for light and glare that would be applicable to new development. In addition, each of the City's adopted specific plans outlines provisions (including lighting standards and design guidelines) that control the use and development of property within the respective specific plan boundary. Any future development or redevelopment activities that would occur within the boundaries of each specific plan would be required to adhere to the provisions of the applicable specific plan. For example, as outlined in Section 9 (Residential Design Criteria and Guidelines) of the Euclid Street Specific Plan, exterior lighting must be positioned so that no direct light extends onto neighboring properties, and illumination must be screened from adjacent properties. Or as outlined in Section F (Standard of Development) of the La Habra Boulevard Specific Plan, any lighting used to illuminate any off-street parking area shall be so arranged as to reflect the light away from any adjoining lots or adjacent streets. Adherence to the provisions of the City's Municipal Code, Zoning Code, and adopted specific plans is ensured through the City's development review and building plan check process.

Finally, all future development projects that would be accommodated by the General Plan Update would be required to comply with California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the California Code of Regulations), which outlines mandatory provisions for lighting control devices and luminaires.

The General Plan Update also contains policies and actions designed to minimize nighttime light and glare impacts from new development or redevelopment projects (see Community Development Policies LU 4.1 and LU 16.9 and Conservation/Nature Resources Policies SM 1.6, SM 1.7, and SM 1.8 listed below in Section 5.1.4, *Relevant General Plan Policies*). For example, Conservation/Nature Resources Policy SM 1.6 calls for the support of practices that minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary including the design and sighting of light fixtures. Adherence to the City's provisions and other existing regulations and implementation of the policies of the General Plan Update would ensure that nighttime light and glare from new development and redevelopment projects that would be accommodated by the General Plan Update would be minimized and that no significant impacts would occur.

5.1.4 Relevant General Plan Policies

The following are relevant policies of the La Habra General Plan Update that are designed to reduce aesthetic and light and glare impacts of future development in La Habra.

Community Development

Land Use

LU 3.6 **Connected Greenways Network.** Explore opportunities for the acquisition or joint use and development of the Union Pacific Railroad right-of-way as a form-giving citywide greenway incorporating greenbelts, parklands, bicycle and pedestrian paths, equestrian trails, natural open spaces, and potential transit systems that connects to La Habra's downtown core, neighborhoods, and districts.

LU 3.7 **Buildings that Engage the Street.** Require buildings in principal commercial and mixed-use districts to be oriented toward the public realm through such features as locating a building along the street or sidewalk frontage, design of ground floors for pedestrian interest (transparency, access, and articulation/modulation of building elevations), incorporation of small plazas and outdoor dining, location of parking to the rear, side, or underground, and minimizing driveways.

LU 4.1 **Development Compatibility.** Require that development is located and designed to assure compatibility among land uses, addressing such elements as building orientation and setbacks, buffering, visibility and privacy, automobile and truck access, impacts of noise and lighting, landscape quality, and aesthetics.

LU 4.2 **Transitions in Scale.** Require that the scale and massing of new development in higher-density centers and corridors provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of lower density adjoining neighborhoods.

LU 4.4 **Design Review.** Require design review that focuses on achieving appropriate form and function for new and redeveloped projects to assure compatibility with community character, while promoting creativity, innovation, and design quality.

LU 4.5 **Community Maintenance.** Eliminate and prevent deteriorating conditions in areas of the City containing buildings that are aging and not properly maintained through private and public conservation and rehabilitation programs.

LU 7.3 **Housing Character and Design.** Promote the renovation of the existing housing stock in single- and multi-family neighborhoods when additions or replacement housing are proposed to maintain their distinguishing characteristics and qualities of the neighborhoods, including prevailing lot sizes; building form, scale, massing, and relationship to street frontages; architectural design; landscape; property setbacks; and comparable elements.

LU 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 9.1 **Character and Design.** Design new and renovated multi-family residential to achieve a high level of architectural design and quality of life for residents, in consideration of the following principles:

a. Consistent architectural design treatment of all elevations, including those not visible from public places

b. Design elevations of multi-family buildings facing public streets and pedestrian ways to exhibit a high level of visual interest and distinguish entries for separate residences as feasible for security and privacy

c. Incorporate setbacks, modulate building mass, and design multi-family buildings and projects in consideration of the development patterns of the surrounding neighborhood.

LU 9.3 **Development Transitions.** Ensure sensitive transitions in building scale between buildings in multi-family residential areas and lower-scale buildings in adjoining residential neighborhoods and commercial districts.

LU 9.4 **Streetscapes.** Provide ample public spaces and tree-lined sidewalks or pathways furnished with appropriate pedestrian amenities that contribute to comfortable and attractive settings for pedestrian activity in multi-family neighborhoods.

LU 11.6 **Enhanced Design Character.** Encourage the renovation, infill, and redevelopment of existing commercial centers and corridors to improve their architectural design and quality, reduce the visual prominence of parking lots, make centers more pedestrian friendly, reduce visual clutter associated with signage, and enhance the definition and character of the street frontage and associated streetscapes.

LU 11.7 **Architecture and Site Design.** Require that new development and renovated or remodeled existing buildings in multi-tenant centers and corridors be located and designed to complement existing uses, as appropriate, and exhibit a high quality of architecture and site planning in consideration of the following principles:

a. Seamless connections and transitions with existing buildings, in terms of building scale, elevations, and materials

b. Integration of signage with the buildings' architectural character

c. Landscaping contributing to the appearance and quality of development

d. Clearly delineated pedestrian connections between business areas, parking areas, and to adjoining neighborhoods and districts

e. Incorporation of plazas and expanded sidewalks to accommodate pedestrian, outdoor dining, and other activities.

LU 11.8 **Buffering Adjoining Residential Areas.** Ensure commercial uses adjoining residential neighborhoods or in mixed residential and commercial developments be designed to be compatible with each other.

LU 11.9 **Retail Streetscapes.** Maintain and, where deficient, improve street trees, plantings, furniture (such as benches, trash receptacles, newsracks, and drinking fountains), signage, public art, and other amenities that promote pedestrian activity in retail commercial districts and corridors.

LU 11.10 **Connectivity to Neighborhoods.** Link commercial districts to adjoining residential neighborhoods and other districts by well-designed and attractive pedestrian sidewalks and corridors, where appropriate.

LU 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.

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.

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 16.9 **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 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.

Community Identity

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.

CI 2.1 **Unique Sense of Place.** Promote quality site, architectural, and landscape design that incorporates qualities and characteristics that make La Habra desirable and memorable including varied architectural styles, tree-lined streets, distinctive parks and open spaces, and walkable blocks.

CI 2.2 **Building Scale and Design.** Require that buildings and sites are designed to exhibit a high level of visual quality and are sensitive to the human scale.

CI 2.3 **Responsiveness to Context.** Require building design that respects to the local context in scale, massing, and materials; is responsive to La Habra's climate; and considers the historic and cultural context of its neighborhoods.

CI 2.4 **Iconic Buildings.** Encourage the development of iconic public and private buildings in key locations to create new landmarks and focal features that contribute to La Habra's identity.

CI 2.5 **Attractive and Walkable Streets.** Enhance the City's identity and image by tree planting and landscaping for the public rights-of-way and front setback areas of all major commercial and mixed-use districts and corridors.

CI 2.9 **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.

Infrastructure

Telecommunications

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.

Community Services

Open Space, Parks, Trails, and Recreation

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 1.4 **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 2.15 **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.

Conservation/Natural Resources

Biological Resources/Habitat

BR 1.6 **Urban Forest.** Build upon existing streetscapes and develop an urban forest along the City's commercial and mixed-use streets and in neighborhoods that provides avian habitat, sequesters carbon monoxide emissions, is conducive to pedestrian activity, and provides shade.

BR 1.7 **Urban Forest Management.** Manage and care for publicly-owned trees located in parks, parkways, and medians.

BR 1.9 **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.

Scenic and Mineral Resources

SM 1.1 **Protect Scenic Views.** Protect the viewsheds of the La Habra Basin, West Coyote Hills, Puente Hills, and the San Gabriel Mountains from public parks, major transportation corridors, and public open spaces.

SM 1.2 **Natural Topography.** Preserve the scenic quality of La Habra's natural topography, hillsides, open space, and natural riverine areas.

SM 1.3 **Manmade Scenic Resources.** Preserve La Habra's manmade scenic resources including historic age structures such as the La Habra Children's Museum, the La Habra Depot Theatre, the La Habra Art Building, and the Veteran's Hall, and the building that houses the La Habra History Museum.

SM 1.4 **Recreational Viewing Areas.** Locate and design recreational areas, parks, and trails in consideration of significant visual and scenic resources and to protect viewsheds of adjoining areas.

SM 1.5 **Signage.** Support building and site signage that is appropriate to the use and location and is not visually intrusive.

SM 1.6 **Lighting.** Support practices that minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary including the design and sighting of light fixtures.

SM 1.7 **Night Sky Lighting.** Permit the reasonable use of outdoor lighting for nighttime safety, utility, security, and enjoyment; minimize glare caused by limiting excessive or unnecessary outdoor lighting; conserve energy and resources; and protect the natural environment from the damaging effects of night lighting.

SM 1.8 **Glare.** Support practices in new developments that avoid the creation of incompatible glare or reflection through development design features.

5.1.5 Existing Regulations and Standard Conditions

State

- California's Building Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6, of the California Code of Regulations

City of La Habra

- Municipal Code Chapter 7.6, Noise and Lighting Standards
- Municipal Code Chapter 15.40, Outdoor Advertising Signs and Structures
- Zoning Code Chapter 18.68, Design Review
- Zoning Code Chapter 18.74, Neighborhood Preservation, Code Enforcement, and Abatement
- Zoning Code Article II, Zone Standards
- Zoning Code Article III, Special Zones

5.1.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.1-1 and 5.1-2.

5.1.7 Mitigation Measures

No significant adverse impacts were identified and no mitigation measures are necessary.

5.1.8 Level of Significance After Mitigation

No significant adverse impacts were identified relating to aesthetics and light and glare.

5.1.9 References

No references provided in this section.

5.2 AIR QUALITY

This section of the Environmental Impact Report (EIR) evaluates the potential for The City of La Habra General Plan Update (proposed General Plan Update) to impact air quality in a local and regional context.

5.2.1 Environmental Setting

South Coast Air Basin

The project site lies within the South Coast Air Basin (SoCAB), which includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino Counties. The SoCAB is in a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The general region lies in the semipermanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (SCAQMD 2005).

Temperature and Precipitation

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological station nearest to the City of La Habra that would best represent the climatological conditions of the City is the Yorba Linda Monitoring Station (ID 049847). The average low is reported at 49.7°F in December, and the average high is 77.0°F in August (WRCC 2013).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from November through May. Rainfall averages 14.40 inches per year in the City (WRCC 2013).

Humidity

Although the SoCAB has a semiarid climate, the air near the earth's surface is typically moist because of the presence of a shallow marine layer. This "ocean effect" is dominant except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds. Periods of heavy fog, especially along the coast, are frequent. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (SCAQMD 2005).

Wind

Wind patterns across the south coastal region are characterized by westerly or southwesterly onshore winds during the day and by easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, periods of air stagnation may occur, both in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall

months, surface high-pressure systems over the SoCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the transport and diffusion of pollutants by inhibiting their eastward transport. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (SCAQMD 2005).

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, there are two similarly distinct types of temperature inversions that control the vertical depth through which pollutants are mixed. These inversions are the marine/subsidence inversion and the radiation inversion. The height of the base of the inversion at any given time is known as the "mixing height." The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the project area (SCAQMD 2005).

Air Pollutants of Concern

Criteria Air Pollutants

Pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. Air pollutants are categorized as primary or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb) are primary air pollutants. Of these, CO, SO_2, NO_2, PM_{10}, and $PM_{2.5}$ are "criteria air pollutants," which means that ambient air quality standards (AAQS) have been established for them. VOC and oxides of nitrogen (NO_x) are air pollutant precursors that form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and NO_2 are the principal secondary pollutants. A description of each of the primary and secondary criteria air pollutants and their known health effects is presented below.

Carbon Monoxide (CO) is a colorless, odorless gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. The highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (SCAQMD 2005; EPA 2012). The SoCAB is designated under the California and National AAQS as being in attainment of CO criteria levels (CARB 2013).

Volatile Organic Compounds (VOC) are composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of VOCs. Other sources of VOCs include evaporative emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols (SCAQMD 2005). There are no ambient air quality

standards established for VOCs. However, because they contribute to the formation of O_3, the South Coast Air Quality Management District (SCAQMD) has established a significance threshold for this pollutant.

Nitrogen Oxides (NO_x) are a by-product of fuel combustion and contribute to the formation of ground-level O_3, PM_{10}, and $PM_{2.5}$. The two major forms of NOx are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure. The principal form of NO_2 produced by combustion is NO, but NO reacts with oxygen quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_x. NO_2 acts as an acute irritant and is more injurious than NO in equal concentrations. At atmospheric concentrations, however, NO_2 is only potentially irritating. NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO_2 exposure concentrations near roadways are of particular concern for susceptible individuals, including people with asthma asthmatics, children, and the elderly. Current scientific evidence links short-term NO_2 exposures, ranging from 30 minutes to 24 hours, with adverse respiratory effects, including airway inflammation in healthy people and increased respiratory symptoms in people with asthma. Also, studies show a connection between breathing elevated short-term NO_2 concentrations and increased visits to emergency departments and hospital admissions for respiratory issues, especially asthma (SCAQMD 2005, EPA 2012). The SoCAB is designated an attainment area for NO_2 under the National AAQS and nonattainment under the California AAQS (CARB 2013).

Sulfur Dioxide (SO_2) is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and from chemical processes at chemical plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO_2. When sulfur dioxide forms sulfates (SO_4) in the atmosphere, together these pollutants are referred to as sulfur oxides (SOx). Thus, SO_2 is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. Current scientific evidence links short-term exposures to SO_2, ranging from 5 minutes to 24 hours, with an array of adverse respiratory effects, including bronchoconstriction and increased asthma symptoms. These effects are particularly important for asthmatics at elevated ventilation rates (e.g., while exercising or playing.) At lower concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue. Studies also show a connection between short-term exposure and increased visits to emergency facilities and hospital admissions for respiratory illnesses, particularly in at-risk populations including children, the elderly, and asthmatics (SCAQMD 2005; EPA 2011). The SoCAB is designated attainment under the California and National AAQS (CARB 2013).

Suspended Particulate Matter (PM_{10} and $PM_{2.5}$) consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM_{10}, include particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 millionths of a meter or 0.0004 inch) or less. Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns (i.e., 2.5 millionths of a meter or 0.0001 inch) or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. The Environmental Protection Agency's (EPA) scientific review concluded that $PM_{2.5}$, which penetrates deeply into the lungs, is more likely than PM_{10} to contribute to health effects and at concentrations that extend well below those allowed by the current PM_{10} standards. These health effects include premature death in people with

heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing). Diesel particulate matter (DPM) is classified by the California Air Resources Board (CARB) as a carcinogen. Particulate matter can also cause environmental effects such as visibility impairment,[1] environmental damage,[2] and aesthetic damage[3] (SCAQMD 2005; EPA 2012). The SoCAB is a nonattainment area for $PM_{2.5}$ and PM_{10} under California and National AAQS (CARB 2013).[4]

Ozone (O_3) is commonly referred to as "smog" and is a gas that is formed when VOCs and NO_x, both by-products of internal combustion engine exhaust, undergo photochemical reactions in sunlight. O_3 is a secondary criteria air pollutant. O_3 concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Breathing O_3 can trigger a variety of health problems, including chest pain, coughing, throat irritation, and congestion. It can worsen bronchitis, emphysema, and asthma. Ground-level O_3 also can reduce lung function and inflame the linings of the lungs. Repeated exposure may permanently scar lung tissue. O_3 also affects sensitive vegetation and ecosystems, including forests, parks, wildlife refuges, and wilderness areas. In particular, O_3 harms sensitive vegetation, including forest trees and plants during the growing season (SCAQMD 2005; EPA 2011). The SoCAB is designated extreme nonattainment under the California AAQS (1-hour and 8-hour) and National AAQS (8-hour) (CARB 2013).

Lead (Pb) is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been mobile and industrial sources. As a result of the EPA's regulatory efforts to remove lead from on-road motor vehicle gasoline, emissions of lead from the transportation sector dramatically declined by 95 percent between 1980 and 1999, and levels of lead in the air decreased by 94 percent between 1980 and 1999. Today, the highest levels of lead in air are usually found near lead smelters. The major sources of lead emissions to the air today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. Once taken into the body, lead distributes throughout the body in the blood and is accumulated in the bones. Depending on the level of exposure, lead can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system. Lead exposure also affects the oxygen-carrying capacity of the blood. The lead effects most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ (SCAMQD 2005; EPA 2012). However, in 2008 the EPA and CARB adopted more strict lead standards and special monitoring sites immediately

[1] $PM_{2.5}$ is the main cause of reduced visibility (haze) in parts of the United States.
[2] Particulate matter can be carried over long distances by wind and then settle on ground or water, making lakes and streams acidic; changing the nutrient balance in coastal waters and large river basins; depleting the nutrients in soil; damaging sensitive forests and farm crops; and affecting the diversity of ecosystems.
[3] Particulate matter can stain and damage stone and other materials, including culturally important objects such as statues and monuments.
[4] CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the National AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM_{10} standards during the period from 2004 to 2007. However, the EPA has not yet approved this request.

downwind of lead sources recorded[5] very localized violations of the new state and federal standards. As a result of these localized violations, the Los Angeles County portion of the SoCAB was designated in 2010 as nonattainment under the California and National AAQS for lead (SCAQMD 2010). Because emissions of lead are found only in projects that are permitted by SCAQMD, lead is not an air quality of concern for the proposed project.

Toxic Air Contaminants

The public's exposure to air pollutants classified as toxic air contaminants (TACs) is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The California Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 United States Code § 7412[b]) is a toxic air contaminant. Under state law, the California Environmental Protection Agency (Cal/EPA), acting through CARB, is authorized to identify a substance as a TAC if it determines that the substance is an air pollutant that may cause or contribute to an increase in mortality or to an increase in serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act sets a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics "Hot Spot" Information and Assessment Act of 1987. Under AB 2588, toxic air contaminant emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

By the last update to the TAC list in December 1999, CARB has designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being DPM.

[5] Source-oriented monitors record concentrations of lead at lead-related industrial facilities in the SoCAB, which include Exide Technologies in the City of Commerce; Quemetco, Inc., in the City of Industry; Trojan Battery Company in Santa Fe Springs; and Exide Technologies in Vernon. Monitoring conducted between 2004 through 2007 identified that the Trojan Battery Company and Exide Technologies exceed the federal standards (SCAQMD 2010).

In 1998, CARB identified DPM as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

MATES III

In 2000, SCAQMD conducted a study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,400 in a million. The largest contributor to this risk was diesel exhaust, accounting for 71 percent of the air toxics risk. In 2008, SCAQMD conducted its third update to its study on ambient concentrations of TACs and estimated the potential health risks from air toxics. The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in one million. The largest contributor to this risk was diesel exhaust, accounting for approximately 84 percent of the air toxics risk (SCAQMD 2008). Excess cancer risk is 774 in a million to 870 in a million in the vicinity of the City of La Habra (SCAQMD 2008).

Regulatory Framework

AAQS have been established at the local, state, and federal levels for criteria pollutants. The project area is in the SoCAB and is subject to the rules and regulations imposed by the SCAQMD, as well as the California AAQS adopted by CARB and federal AAQS.

Ambient Air Quality Standards

The Clean Air Act (CAA) was passed in 1963 by the US Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The CAA allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the state to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS, based on even greater health and welfare concerns.

These National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect "sensitive receptors," those most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants. As shown in Table 5.2-1, these pollutants are O_3, NO_2, CO, SO_2, PM_{10}, $PM_{2.5}$, and lead (Pb). In addition, the state has

set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 5.2-1 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Ozone (O_3)	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.075 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO_2)	Annual Average	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	*	0.030 ppm2	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm1	
	24 hours	0.04 ppm	0.014 ppm2	
Respirable Coarse Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m^3	150 µg/m^3	
Respirable Fine Particulate Matter ($PM_{2.5}$)[3]	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m^3	
Lead (Pb)	Monthly	1.5 µg/m^3	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Quarterly	*	1.5 µg/m^3	
	3-Month Average	*	0.15 µg/m^3	
Sulfates (SO_4)	24 hours	25 µg/m^3	*	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles1	No Federal Standard	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.

Table 5.2-1 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Hydrogen Sulfide	1 hour	0.03 ppm	No Federal Standard	Hydrogen sulfide (H_2S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hour	0.01 ppm	No Federal Standard	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Source: CARB 2013.
Notes: ppm: parts per million; $\mu g/m^3$: micrograms per cubic meter.
[1] When relative humidity is less than 70 percent.
[2] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
[3] On December 14, 2012, EPA lowered the federal primary PM2.5 annual standard from 15.0 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The new annual standard will become effective 60 days after publication in the Federal Register. EPA made no changes to the primary 24-hour PM2.5 standard or to the secondary $PM_{2.5}$ standards.
* Standard has not been established for this pollutant/duration by this entity.

Air Quality Management Planning

SCAQMD is responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). Since 1979, a number of AQMPs have been prepared.

2012 AQMP

On December 7, 2012, SCAQMD adopted the 2012 AQMP, which employs the most up-to-date science and analytical tools and incorporates a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on- and off-road mobile sources, and area sources. It also addresses several state and federal planning requirements, incorporating new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and new meteorological air quality models. The 2012 AQMP builds upon the approach identified in the 2007 AQMP for attainment of federal PM and ozone standards and highlights the significant amount of reductions needed and the urgent need to engage in interagency coordinated planning to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria air pollutant standards within the time frames allowed under the CAA. The 2012 AQMP demonstrates attainment of federal 24-hour $PM_{2.5}$ standard by 2014 and the federal 8-hour ozone standard by 2023. It includes an update to the revised EPA 8-hour ozone control plan with new commitments for short-term NO_X and VOC reductions.

The plan also identifies emerging issues of ultrafine ($PM_{1.0}$) particulate matter and near-roadway exposure and an analysis of energy supply and demand.

Lead State Implementation Plan

In 2008 EPA designated the Los Angeles County portion of the SoCAB as a nonattainment area under the federal lead classification due to the addition of source-specific monitoring under the new federal regulation. This designation was based on two source-specific monitors in Vernon and in the City of Industry exceeding the new standard in the 2007 to 2009 period of data used. The remainder of the SoCAB, outside the Los Angeles County nonattainment area, remains in attainment of the new standard. On May 24, 2012, CARB approved the State Implementation Plan (SIP) revision for the federal lead standard, which EPA revised in 2008. Lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011. The SIP revision was submitted to EPA for approval.

Nonattainment Areas

The AQMP provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards through the SIP. Areas are classified as attainment or nonattainment areas for particular pollutants, depending on whether they meet ambient air quality standards. Severity classifications for ozone nonattainment range in magnitude from marginal, moderate, and serious to severe and extreme.

Transportation conformity for nonattainment and maintenance areas is required under the federal CAA to ensure federally supported highway and transit projects conform to the SIP. The EPA approved California's SIP revisions for attainment of the 1997 8-hour O_3 National AAQS for the SoCAB in March 2012. Findings for the new 8-hour O_3 emissions budgets for the SoCAB and consistency with the recently adopted 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) were submitted to the EPA for approval.

The attainment status for the SoCAB is shown in Table 5.2-2. The SoCAB is designated in attainment of the California AAQS for sulfates. The SoCAB will have to meet the new federal 8-hour O_3 standard by 2023 and the federal 24-hour $PM_{2.5}$ standards by 2014 (with the possibility of up to a five-year extension to 2019 if needed). SCAQMD has recently designated the SoCAB as a nonattainment area for NO_2 (entire basin) and lead (Los Angeles County only) under the California AAQS.

Table 5.2-2 Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Severe-17 Nonattainment[1]
PM_{10}	Serious Nonattainment	Nonattainment[2]
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO_2	Nonattainment	Attainment/Maintenance
SO_2	Attainment	Attainment
Lead	Nonattainment (Los Angeles County only)[3]	Nonattainment (Los Angeles County only)[3]
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2013a.
[1] SCAQMD may petition for Extreme Nonattainment designation.
[2] Annual standard revoked September 2006. CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the National AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM_{10} standards from 2004 to 2007. However, the EPA has not yet approved this request.
[3] The Los Angeles portion of the SoCAB was designated nonattainment for lead under the new federal and existing state AAQS as a result of large industrial emitters. Remaining areas within the SoCAB are unclassified.

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the project site and project area are best documented by measurements made by SCAQMD. The City of La Habra lies within Source Receptor Area (SRA) 16 (La Habra). The air quality monitoring station closest to the City is the La Habra Monitoring Station. However, this station does not monitor SO_2, $PM_{2.5}$, and PM_{10}. Consequently, data was obtained from the Los Angeles (Central) – North Main Street Monitoring Station for SO_2. Data for PM_{10} and $PM_{2.5}$ was obtained from the Anaheim Pampas Lane Monitoring Station. Data from these stations are summarized in Table 5.2-3. The data show that the area regularly exceeds the state and federal one-hour and eight-hour O_3 standards and has exceeded the state PM_{10} and federal $PM_{2.5}$ standards within the last five recorded years. The CO, SO_2, and NO_2 standards have not been exceeded in the last five years in the project vicinity.

Table 5.2-3 Ambient Air Quality Monitoring Summary

Pollutant/Standard	Number of Days Threshold Were Exceeded and Maximum Levels during Such Violations				
	2008	2009	2010	2011	2012
Ozone (O_3)[1]					
State 1-Hour ≥ 0.09 ppm	7	4	2	1	3
State 8-hour ≥ 0.07 ppm	15	9	4	3	4
Federal 8-Hour > 0.075 ppm	5	3	1	0	2
Max. 1-Hour Conc. (ppm)	0.104	0.115	0.118	0.095	0.100
Max. 8-Hour Conc. (ppm)	0.084	0.082	0.096	0.074	0.078
Carbon Monoxide (CO)[1]					
State 8-Hour > 9.0 ppm	0	0	0	0	0
Federal 8-Hour ≥ 9.0 ppm	0	0	0	0	0
Max. 8-Hour Conc. (ppm)	2.96	2.40	1.83	2.16	2.37
Nitrogen Dioxide (NO_2)[1]					
State 1-Hour ≥ 0.18 ppm	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0	0	0	0	0
Sulfur Dioxide (SO_2)[2]					
State 1-Hour ≥ 0.04 ppm	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.003	0.002	0.002	0.002	0.002
Coarse Particulates (PM_{10})[3]					
State 24-Hour > 50 µg/m^3	3	1	0	0	0
Federal 24-Hour > 150 µg/m^3	0	0	0	2	0
Max. 24-Hour Conc. (µg/m^3)	111.5	97.4	43.0	53.0	48.0
Fine Particulates ($PM_{2.5}$)[3]					
Federal 24-Hour > 35 µg/m^3	5	5	0	2	4
Max. 24-Hour Conc. (µg/m^3)	67.8	64.5	31.7	39.2	50.1

Source: CARB 2013.
ppm: parts per million; µg/m^3: or micrograms per cubic meter.
[1] Data obtained from the La Habra Monitoring Station at 621 W. Lambert in the City of La Habra.
[2] Data obtained from the Los Angeles (Central) – North Main Street Monitoring Station at 1630 North Main Street in the City of Los Angeles.
[3] Data obtained from the Anaheim Pampas Lane Monitoring Station at 1630 W Pampas Lane in the City of Anaheim.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases.

Residential areas are also considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, as the majority of the

workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the public.

5.2.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.

AQ-2 Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

AQ-3 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

AQ-4 Expose sensitive receptors to substantial pollutant concentrations.

AQ-5 Create objectionable odors affecting a substantial number of people.

South Coast Air Quality Management District Thresholds

The analysis of the proposed project's air quality impacts follows the guidance and methodologies recommended in SCAQMD's *CEQA Air Quality Handbook* and the significance thresholds on SCAQMD's website.[6] CEQA allows the significance criteria established by the applicable air quality management or air pollution control district to be used to assess impacts of a project on air quality. SCAQMD has established thresholds of significance for regional air quality emissions for construction activities and project operation. In addition to the daily thresholds listed above, projects are also subject to the AAQS. These are addressed though an analysis of localized CO impacts and localized significance thresholds.

Regional Significance Thresholds

SCAQMD has adopted regional construction and operational emissions thresholds to determine a project's cumulative impact on air quality in the SoCAB. Table 5.2-4 lists SCAQMD's regional significance thresholds.

[6] SCAQMD's Air Quality Significance Thresholds are current as of March 2011 and can be found at: http://www.aqmd.gov/ceqa/hdbk.html.

Table 5.2-4 SCAQMD Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROGs)/ Volatile Organic Compounds (VOCs)	75 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Nitrogen Oxides (NO_X)	100 lbs/day	55 lbs/day
Sulfur Oxides (SO_X)	150 lbs/day	150 lbs/day
Particulates (PM_{10})	150 lbs/day	150 lbs/day
Particulates ($PM_{2.5}$)	55 lbs/day	55 lbs/day

Source: SCAQMD 2011.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. Typically, for an intersection to exhibit a significant CO concentration, it would operate at level of service (LOS) E or worse without improvements (Caltrans 1997).

Localized Significance Thresholds

SCAQMD developed LSTs to determine if emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at a project site (offsite mobile-source emissions are not included the LST analysis) would expose sensitive receptors to substantial concentrations of criteria air pollutants. LSTs represent the maximum emissions at a project site that are not expected to cause or contribute to an exceedance of the most stringent federal or state AAQS. LSTs are based on the ambient concentrations of that pollutant within the project SRA and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects of five acres and less; however, it can be used to screen larger projects to determine whether or not dispersion modeling may be required. Table 5.2-5 shows the localized significance thresholds for projects in the SoCAB.

Table 5.2-5 SCAQMD Localized Significance Thresholds

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (CAAQS)	20 ppm
8-Hour CO Standard (CAAQS)	9.0 ppm
1-Hour NO_2 Standard (CAAQS)	0.18 ppm
24-Hour PM_{10} Standard – Construction (SCAQMD)[1]	10.4 µg/m^3
24-Hour $PM_{2.5}$ Standard – Construction (SCAQMD)[1]	10.4 µg/m^3
24-Hour PM_{10} Standard – Operation (SCAQMD)[1]	2.5 µg/m^3
24-Hour $PM_{2.5}$ Standard – Operation (SCAQMD)[1]	2.5 µg/m^3

Source: SCAQMD 2011.
ppm – parts per million; µg/m3 – micrograms per cubic meter
[1] Threshold is based on SCAQMD Rule 403. Since the SoCAB is in nonattainment for PM_{10} and $PM_{2.5}$, the threshold is established as an allowable change in concentration. Therefore, background concentration is irrelevant.

Health Risk Thresholds

Whenever a project would require use of chemical compounds that have been identified in SCAQMD Rule 1401, placed on CARB's air toxics list pursuant to AB 1807, or placed on the EPA's National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the SCAQMD. Table 5.2-6 lists the SCAQMD's TAC incremental risk thresholds for operation of a project. Residential, commercial, and office uses do not use substantial quantities of TACs, so these thresholds are typically applied to new industrial projects. Although not officially adopted by SCAQMD, these thresholds are also commonly used to determine air quality land use compatibility of a project with major sources of TACs within 1,000 feet of a proposed project.

Table 5.2-6 SCAQMD Toxic Air Contaminants Incremental Risk Thresholds

Maximum Incremental Cancer Risk	≥ 10 in 1 million
Hazard Index (project increment)	≥ 1.0

Source: SCAQMD 2011.

5.2.3 Environmental Impacts

Impact 5.2-1: The proposed General Plan Update would not be consistent with the South Coast Air Quality Management District Air Quality Management Plan, because buildout of the land use plan would exceed the current population and employment estimates and would cumulatively contribute to the nonattainment designations of the SoCAB. [Threshold AQ-1]

Impact Analysis: CEQA requires that general plans be evaluated for consistency with the AQMP. A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to clean air goals in the AQMP. Only new or amended general plan elements, specific plans, and major projects need to undergo a consistency review. This is because the AQMP strategy is based on projections from local general plans. Projects that are consistent with the local general plan are considered consistent with the air quality-related regional plan. There are two key indicators of consistency:

Indicator 1: Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the AAQS or interim emission reductions in the AQMP.

Indicator 2: Whether the project would exceed the assumptions in the AQMP. The AQMP strategy is, in part, based on projections from local general plans.

Indicator 1

The SoCAB is designated nonattainment for O_3, $PM_{2.5}$, PM_{10} and lead (Los Angeles County only) under the California and National AAQS and nonattainment for NO_2 under the California AAQS.[7] Because the proposed project involves long-term growth associated with buildout of the City of La Habra, cumulative emissions generated by construction and operation of individual development projects would exceed the SCAQMD regional and localized thresholds (see Impact 5.2-2 and Impact 5.2-3). Consequently, emissions generated by development projects in addition to existing sources within the City are considered to cumulatively contribute to the nonattainment designations of the SoCAB. Buildout of the proposed General Plan Update would therefore contribute to an increase in frequency or severity of air quality violations and delay attainment of the AAQS or interim emission reductions in the AQMP, and emissions generated from buildout of the proposed General Plan Update would result in a significant air quality impact. The proposed project would not be consistent with the AQMP under the first indicator.

Indicator 2

The land use designations in the General Plan Update form, in part, the foundation for the emissions inventory for the SoCAB in the AQMP. The AQMP is based on projections in population, employment, and VMT in the SoCAB region projected by SCAG. Table 5.2-7 compares the population, VMT, and employment generation of the General Plan Update compared to the existing conditions and projections based on SCAG forecasts.

Table 5.2-7 Comparison of Population and Employment Forecast

Scenario	Existing Land Uses	SCAG 2035 Forecast	Proposed General Plan Update 2035	Change from Existing	Increase Compared to the SCAG Forecast
Population	61,202	62,300	74,831	13,629	12,081
Employment	16,064	17,600	25,634	9,570	8,034
VMT	733,733	N/A	833,401	99,668	N/A

Sources: CDR 2012; DOF 2013a; SCAG 2012b.
Note: N/A – SCAG 2035 Forecast data for VMT is not available.
[1] Household estimates for existing conditions and project buildout are calculated based on number of housing units and a vacancy rate of 5%.
[2] Housing units in SCAG projections are estimated based on number of households and a vacancy rate of 5%.
[3] CDR 2012.

As shown in Table 5.2-7, the proposed General Plan Update would result in higher population and generate more employment for the City compared to SCAG forecasts. It should be noted that the growth projected by SCAG is based on demographic trends in the region. These demographic trends are incorporated into the RTP/SCS, compiled by SCAG to determine priority transportation projects and vehicle miles travelled (VMT) in the SCAG region. Growth projections of the proposed General Plan Update assume full buildout of the City by the year 2035, since there is no schedule for when this development would occur. As a result, the growth projections that are based on SCAG's RTP/SCS and the associated emissions inventory in SCAQMD's AQMP do not include the additional growth forecast in the General Plan Update, and the 2012 AQMP does not consider emissions

[7] CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM_{10} to attainment for PM_{10} under the national AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM_{10} standards during the period from 2004 to 2007. However, the EPA has not yet approved this request.

associated with the proposed General Plan Update. Once the proposed General Plan Update is adopted and the AQMP is revised, SCAG and SCAQMD will incorporate the growth projections associated with buildout of the proposed General Plan Update in their regional planning projections, and the proposed General Plan Update would be consistent with the AQMP. However, since full buildout associated with the proposed General Plan Update is not currently included in the emissions inventory for the SoCAB, impacts associated with the second indicator are also considered significant.

Summary

As described above, the proposed project would not be consistent with the AQMP because air pollutant emissions associated with buildout of the City of La Habra would cumulatively contribute to the nonattainment designations in the SoCAB. Furthermore, buildout of the proposed General Plan Update would exceed current population and employment estimates for the City of La Habra, and therefore these emissions are not included in the current regional emissions inventory for the SoCAB. The proposed land use plan (see Figure 3-4) would increase density/mixed-use and would therefore be consistent with regional goals of improving transportation and land use planning. In addition, the policies of the proposed General Plan Update would reduce GHG emissions. However, because this additional growth would generate emissions that would cumulatively contribute to the nonattainment designations, the proposed General Plan Update would be considered inconsistent with the AQMP, resulting in a significant impact.

Impact 5.2-2: Construction activities associated with buildout of the proposed General Plan Update could generate short-term emissions that exceed the South Coast Air Quality Management District's significance thresholds and would cumulatively contribute to the nonattainment designations of the South Coast Air Basin. [Thresholds AQ-2 and AQ-3]

Impact Analysis: Construction activities associated with the proposed land use plan would occur over the buildout horizon of the La Habra General Plan Update, which would cause short-term emissions of criteria air pollutants. The primary source of NO_x, CO, and SO_x emissions is the operation of construction equipment. The primary sources of particulate matter (PM_{10} and $PM_{2.5}$) emissions are activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction. The primary source of VOC emissions is the application of architectural coating and off-gas emissions associated with asphalt paving. A discussion of health impacts associated with air pollutant emissions generated by construction activities is included in section 5.2.1, *Environmental Setting, Air Pollutants of Concern*.

Information regarding specific development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with construction activity. Due to the scale of development activity associated with buildout of the proposed land use plan, emissions would likely exceed the SCAQMD regional significance thresholds. In accordance with the SCAQMD methodology, emissions that exceed the regional significance thresholds would cumulatively contribute to the nonattainment designations of the SoCAB. The SoCAB is designated nonattainment for O_3 and particulate matter (PM_{10} and $PM_{2.5}$). Emissions of VOC and NO_x are precursors to the formation of O_3. In addition, NO_X is a precursor to the formation of particulate matter (PM_{10} and $PM_{2.5}$). Therefore, the project would cumulatively contribute to the nonattainment designations

of the SoCAB for O_3 and particulate matter (PM_{10} and $PM_{2.5}$). Air quality emissions related to construction must be addressed on a City-wide basis.

For this broad-based policy plan, it is not possible to determine whether the scale and phasing of individual projects would exceed the SCAQMD's short-term regional or localized construction emissions thresholds. In addition to regulatory measures (e.g., SCAQMD Rule 201 for a permit to operate, Rule 403 for fugitive dust control, Rule 1113 for architectural coatings, Rule 1403 for new source review, and CARB's Airborne Toxic Control Measures), mitigation may include extension of construction schedules and/or use of special equipment. Nevertheless, the likely scale and extent of construction activities associated with the General Plan Update would likely continue to exceed the relevant SCAQMD thresholds for some projects. Therefore, construction-related air quality impacts associated with development of the proposed land use plan are deemed significant.

Impact 5.2-3: Buildout of the proposed General Plan Update could generate long-term emissions that would exceed the South Coast Air Quality Management District's significance thresholds and could cumulatively contribute to the nonattainment designations of the South Coast Air Basin. [Thresholds AQ-2 and AQ-3]

Impact Analysis: For the purpose of the following analysis, it is important to note that, based on the requirements of CEQA, this analysis is based on a comparison of buildout of the proposed General Plan Update land use map to existing land uses and not to the adopted General Plan land uses. It is also important to note that the proposed General Plan Update is a regulatory document that sets up the framework for growth and development and does not directly result in development in and of itself. Before development can occur, all such development is required to be analyzed for conformance with the General Plan Update, zoning requirements, and other applicable local and state requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

The proposed General Plan Update guides growth and development within the City of La Habra by designating land uses in the proposed land use plan and through implementation of the goals and policies of the proposed General Plan Update. New development would increase air pollutant emissions in the City and contribute to the overall emissions inventory in the SoCAB.

City of La Habra Emissions Inventory

Implementation of the proposed General Plan Update would result in an increase in criteria air pollutant emissions from existing conditions. Buildout of the proposed General Plan Update would generate long-term emissions that have the potential to exceed the daily SCAQMD thresholds for operation. Emissions of VOC and NO_X are precursors to the formation of O_3. In addition, NO_X is a precursor to the formation of particulate matter (PM_{10} and $PM_{2.5}$). Therefore, emissions of VOC and NO_X that exceed the SCAQMD regional significance thresholds would contribute to the O_3 nonattainment designation of the SoCAB. In addition, emissions of NO_X, and $PM_{2.5}$ that exceed the SCAQMD regional significance threshold would also contribute to the particulate matter (PM_{10} and $PM_{2.5}$) nonattainment designation of the SoCAB.

Implementation of the General Plan Update policies and implementation actions would reduce impacts to the extent feasible. However, future development projects could exceed the SCAQMD regional emissions thresholds. Therefore, operational-related air quality impacts associated with future development of the proposed General Plan Update are significant.

Impact 5.2-4: Buildout of the proposed General Plan Update could expose sensitive receptors to substantial concentrations of toxic air contaminants. [Threshold AQ-4]

Impact Analysis: Operation of new land uses consistent with the land use plan of the proposed General Plan Update would generate new sources of criteria air pollutants and TACs in the City from area/stationary sources and mobile sources.

Toxic Air Contaminants

Various industrial and commercial processes (e.g., manufacturing, dry cleaning) allowed under the proposed General Plan Update would be expected to release TACs. Land uses that have the potential to be substantial stationary sources, which would require a permit from SCAQMD for emissions of TACs, include industrial land uses, dry cleaners, and gasoline-dispensing facilities. The City of La Habra does not permit Manufacturing/Heavy Industrial which is any processing that creates toxins, odors, byproducts or processing of any byproducts. Emissions of TACs would be controlled by SCAQMD through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under SCAQMD Rule 1401. Because the nature of those emissions cannot be determined at this time and they are subject to further regulation and permitting, they will not be addressed further in this analysis but are considered a potentially significant impact of the proposed General Plan Update.

In addition to stationary/area sources of TACs, warehousing operations could generate a substantial amount of diesel particulate matter emissions from off-road equipment use and truck idling. DPM accounts for approximately 84 percent of the excess cancer risk in the SoCAB (SCAQMD 2008). New land uses in the City that use trucks, including trucks with transport refrigeration units could generate an increase in DPM that would contribute to cancer and noncancer health risk in the SoCAB. These new land uses could be near existing sensitive receptors within and outside the City of La Habra. In addition, trucks would travel on regional transportation routes through the SoCAB, contributing to near-roadway DPM concentrations. This is considered a significant impact of the project.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9.0 ppm. At the time of the 1993 Handbook, the SoCAB was designated nonattainment under the California AAQS and National AAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the SoCAB and in the state have steadily declined. In 2007, the SCAQMD was designated in attainment for CO under both the California AAQS and National AAQS. As identified within SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992

CO Plan), peak carbon monoxide concentrations in the SoCAB were a result of unusual meteorological and topographical conditions and not a result of congestion at a particular intersection. A CO hotspot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods and did not predict a violation of CO standards.[8] Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (BAAQMD 2011). Buildout of the proposed General Plan Update would not produce the volume of traffic required to generate a CO hotspot. Therefore, CO hotspots are not an environmental impact of concern for the proposed project.

Impact 5.2-5: Buildout of the proposed General Plan Update could locate sensitive land uses near air pollution sources and therefore expose sensitive receptors to substantial pollutant concentrations. [Threshold AQ-4]

Impact Analysis: Because placement of sensitive land uses falls outside CARB jurisdiction, CARB developed and approved the *Air Quality and Land Use Handbook: A Community Health Perspective* in May 2005 to address the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. This guidance document was developed to assess compatibility and associated health risks when placing sensitive receptors near existing pollution sources.

CARB's recommendations on the siting of new sensitive land uses were developed from a compilation of recent studies that evaluated data on the adverse health effects ensuing from proximity to air pollution sources. The key observation in these studies is that close proximity to air pollution sources substantially increases both exposure and the potential for adverse health effects. There are three carcinogenic toxic air contaminants that constitute the majority of the known health risks from motor vehicle traffic: diesel PM from trucks, and benzene and 1,3-butadiene from passenger vehicles. On a typical urban freeway (truck traffic of 10,000 to 20,000/day), diesel PM makes up approximately 84 percent of the potential cancer risk from the vehicle traffic. Table 5.2-8 shows a summary of CARB recommendations for siting new sensitive land uses within the vicinity of air-pollutant-generating sources. Recommendations in Table 5.2-8 are based on data that show that localized air pollution exposures can be reduced by as much as 80 percent by following CARB minimum distance separations.

[8] The four intersections were Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day and LOS E in the morning peak hour and LOS F in the evening peak hour.

Table 5.2-8 CARB Recommendations for Siting New Sensitive Land Uses

Source Category	Advisory Recommendations
Freeways and High-Traffic Roads	• Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.
Distribution Centers	• Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units [TRUs] per day, or where TRU unit operations exceed 300 hours per week). • Take into account the configuration of existing distribution centers and avoid locating residences and other sensitive land uses near entry and exit points.
Rail Yards	• Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. • Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	• Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or CARB on the status of pending analyses of health risks.
Refineries	• Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	• Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	• Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district. • Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	• Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

Source: CARB 2005.

New development associated with the proposed General Plan Update surrounding State Route 90 (Imperial Highway) has the potential to expose sensitive receptors to substantial pollutant concentrations from diesel exhaust. While much of the highway corridor has been developed, the proposed land use plan would potentially intensify uses surrounding the highway at buildout. The association of truck-related diesel emissions with adverse health effects is generally strongest between 300 and 1,000 feet and diminishes with distance. The impact of traffic emissions is on a gradient that at some point becomes indistinguishable from the regional air pollution problem. CARB recommends avoiding siting new sensitive land uses within "500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day." None of the roadways within the City have or are projected to have more than 100,000 average daily vehicle trips. Table 5.3-8 lists other air-pollutant-generating sources that can affect localized air quality. If new sensitive development were placed in the vicinity of any of these sources, then sensitive receptors may be exposed to significant concentrations of air pollutants.

In accordance with CEQA, new development would be required to assess the localized air quality impacts from placement of new sensitive uses within the vicinity of air pollutant sources. However, sensitive receptors could be exposed to substantial pollutant concentrations near major sources of air pollutants in the absence of mitigation. Therefore, air quality impacts from placement of sensitive uses near major pollutant sources are considered significant.

Impact 5.2-6: Industrial land uses associated with buildout of the proposed General Plan Update have the potential to create objectionable odors that could affect a substantial number of people. [Threshold AQ-5]

Impact Analysis: Growth within the City of La Habra could generate new sources of odors and place sensitive receptors near existing sources of odors. Nuisance odors from land uses in the SoCAB are regulated under SCAQMD Rule 402, Nuisance, which states:

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

Industrial land uses have the potential to generate objectionable odors. Examples of industrial projects are wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Industrial land uses associated with the proposed General Plan Update would be required to comply with SCAQMD Rule 402. However, additional measures may be necessary to prevent an odor nuisance. Therefore, industrial land uses associated with the General Plan Update may generate a potentially significant odor impact to a substantial number of people.

Residential and commercial land uses could result in generation of odors such as exhaust from landscaping equipment. However, unlike industrial land uses, these land uses are not considered potential generators of odor that could affect a substantial number of people. Therefore, impacts from potential odors generated from residential and commercial land uses associated with the General Plan Update are considered less than significant

During construction activities, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent in nature. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reach any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials. Therefore, impacts associated with construction-generated odors are considered less than significant.

5.2.4 Relevant General Plan Policies

Community Development

Land Use

LU 1.3 **Growth Exceeding Development Capacities.** Allow for increments of development exceeding these limits provided their cumulative environmental impacts do not result in impacts greater than the levels of significance or change the findings described by the certified General Plan Update Program Environmental Impact Report (EIR).

LU 1.4 **Subsequent Environmental Review.** Require that a Program EIR addressing cumulative citywide impacts be prepared when increments of development exceeding these capacities result in impacts greater than the levels of significance or change the findings described by the certified General Plan Program Environmental Impact Report (EIR).

LU 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 2.6 **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.

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 3.3 **A Vigorous and Active Downtown.** Provide for compact and intensified mixed-use development in the Civic Center area along La Habra Boulevard as a vital, pedestrian-oriented "downtown" that serves as the focal point of community identity and activity, governance, and is linked to regional and local transit.

LU 3.6 **Connected Greenways Network.** Explore opportunities for the acquisition or joint use and development of the Union Pacific Railroad right-of-way as a form-giving citywide greenway incorporating greenbelts, parklands, bicycle and pedestrian paths, equestrian trails, natural open spaces, and potential transit systems that connects to La Habra's downtown core, neighborhoods, and districts.

LU 5.1 **Regulating Sustainable Development.** Require that new development and reconstruction comply with the California Green Building Standards Code with amendments and update periodically to reflect future amendments.

LU 5.2 **Sustainable Building Practices.** Promote sustainable building practices that utilize architectural design features, materials, interior fixtures and finishes, and construction techniques to reduce energy and water consumption, human exposure to toxic and chemical pollution, and disposal of waste materials.

LU 5.3 **Existing Structure Reuse.** Encourage the retention, adaptive reuse, and renovation of existing buildings with "green" building technologies and standards.

LU 5.4 **Sustainable Sites and Land Development.** Promote land development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and disposal of waste materials incorporating such techniques as:

a. Concentration of uses and design of development to promote walking, bicycling, and use of public transit in lieu of the automobile;

b. Capture and reuse of storm water 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, day lighting, and ventilation;

e. Use of landscapes that conserve water and reduce green waste;

f. Use of permeable paving materials or reduction of paved surfaces;

g. Shading of surface parking, walkways, and plazas and incorporation of solar technology; and/or

h. Recycling and/or salvaging for reuse of construction and demolition debris.

LU 5.5 **Revitalization of Obsolete and Underused Properties.** Encourage the consolidation of small parcels, joint public-private partnerships, and land clearance and resale, to facilitate revitalization of underused and obsolete commercial and industrial properties.

LU 5.6 **Building Rehabilitation.** Encourage the rehabilitation of existing commercial buildings and signage that are deteriorated or inconsistent with the intended character and quality of the City.

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 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:

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

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 16.8 **Sustainable Industrial Development.** Encourage large scale industrial development projects to provide on-site alternative energy sources and containment of stormwater runoff.

Housing

H 2.12 **Housing Design.** Encourage housing providers to use design elements that meet code requirements and add to the safety and security of residential environments during residential recycling and/or conservation activities.

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.

Community Identity

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.

Mobility/Circulation

Regional and Local Roadway Networks/Facilities

RN 1.1 **Regional Transportation Plan.** Support the regional transportation and growth management plan to conserve energy, improve air quality, and reduce greenhouse gas

emissions (GHG) as appropriate and beneficial to the public welfare of the City and adjacent communities.

RN 1.2 **Consistency with Orange County Master Plan of Arterial Highways.** Ensure future roadway plans are consistent with the Orange County Master Plan of Arterial Highways (MPAH).

RN 1.3 **Local MPAH.** Develop a local master plan of arterial highways that is consistent with the Orange County MPAH to guide development and reflect the local needs of the circulation system.

RN 1.4 **Congestion Management Plan Compliance.** Maintain compliance with Orange County Congestion Management Plan (CMP) requirements, including: Consistency with CMP level of service standards; Adoption of a 7-year capital improvement program; analysis of impacts of land use decisions on the CMP highway system; and adoption and implementation of deficiency plans when intersections do not meet LOS standards.

RN 1.5 **Long Range Transportation Plan.** Support the goals and objectives of the Orange County Long Range Transportation Plan (LRTP), including expansion of transportation system choices, improvement of transportation system performance, and sustainability of transportation infrastructure.

RN 1.6 **Regional Transportation System Improvements.** Cooperate and participate with regional, County and surrounding cities' efforts to develop an efficient regional transportation system.

RN 1.7 **Street System Improvements.** Maintain and improve, where needed, the City's street system to maintain acceptable levels of service and provide a reliable and uncongested transportation system for the citizens of La Habra.

RN 1.9 **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.

Non-Motor/Alternative Transportation System

AT 2.1 **Bikeway Master Plan.** Develop a Bikeway Master Plan consistent with the OCTA Commuter Bikeways Strategic Plan, to encourage the development of a safe and convenient bikeway system. The Bikeway Master Plan will focus on strategies to make bicycle transportation a viable option to the private automobile.

AT 2.2 **Regional Bikeways.** Participate in the planning and construction of regional bikeways as both a commuter alternative and for recreational purposes. Consider the bicycle plans of neighboring cities to ensure connectivity on a regional level.

AT 2.3 **Bikeway Network.** Maintain and extend where and when feasible the City's bikeway network to make bicycling an attractive option.

AT 2.4 **Bike Trail Linkages.** Provide additional Class-I, Class-II, or innovative bicycle trail linkages between residential areas, employment areas, schools, parks, commercial areas, and transit stations.

AT 2.5 **Class I Bicycle Routes.** Establish additional Class I bike routes to encourage bicycle riding by providing dedicated facilities separate from vehicle traffic.

AT 2.6 **Pathway Easements.** Require new development to dedicate easements for bicycle trail/pedestrian pathway connections.

AT 2.7 **Alternative Routes.** Pursue opportunities to construct multi-use trails or bikeways along alternative routes such as railroad rights-of-way and flood control channel levees where feasible.

AT 2.8 **Bicycle Parking.** Require that a percentage of parking spaces in new non-residential developments and additions to existing facilities be set aside for secure bicycle parking, to encourage use of bicycles for commuting, shopping, and recreational purposes.

AT 2.9 **Facilities Supporting Bicycle Riders.** Encourage developers of offices and other businesses with a large number of employees to provide showers and lockers as conveniences for bicycle riders and establish a threshold number above which these would be required.

AT 2.10 **Health Through Bicycling.** Support programs which encourage more people to bicycle for transportation and recreation, to provide an attractive and healthy transportation option, which will reduce traffic congestion, air pollution, and noise pollution

AT 3.1 **Pedestrian Network.** Develop facilities to create a comfortable pedestrian walking environment throughout the City, such as pedestrian pathways, textured paving crosswalks, street furnishings, and landscaping to link residential areas, commercial centers, schools, and parks making walking an attractive option.

AT 3.2 **Pedestrian Linkages.** Require that new developments provide dedicated easements or pedestrian linkages to adjacent developments, establishing an interconnected network of pedestrian sidewalks and paths.

AT 3.3 **Accessible Facilities.** Provide for the adaptation and use of all pedestrian circulation systems by persons with disabilities through the design standards and implementation of projects that recognize their need and increase their access to facilities and services, consistent with Americans with Disabilities Act (ADA) and State requirements.

AT 3.4 **Safe Routes to School.** Support establishment of a safe routes to schools program for all elementary and middle schools, to encourage children to walk or bike to school.

AT 3.5 **Street Walkability.** Provide for the complete street needs of pedestrians to ensure the "walkability" of all streets in residential, retail commercial, and mixed-use areas, including sidewalks, pedestrian crossing opportunities, median islands, pedestrian signals, street furniture, lighting, and signage.

AT 3.6 **Pedestrian Connectivity.** Enhance pedestrian connectivity between pedestrian attractors such as neighborhoods, mixed-use centers, commercial areas, schools, parks, and entertainment and cultural areas to make the pedestrian option safer and more convenient.

AT 3.7 **Pedestrian Priority Areas.** Identify priority neighborhoods and streets with high walking potential, such as the downtown core, the Civic Center area, mixed-use districts, and residential neighborhoods to maximize the benefits of investing in pedestrian facilities and enhancements.

AT 3.8 **Street Modifications/Improvements.** Enhance pedestrian facilities (e.g., pedestrian pathways, textured paving crosswalks, street furnishings, and landscaping) where feasible when incorporating modifications/improvements into an existing street.

Goods Movement

G 1.1 **Truck Impacts and Mitigation.** Identify and support projects that link mitigation of truck traffic impacts and expansion of transportation system capacity.

G 1.2 **Truck Route Updates.** Review and update, via special studies, truck route designations within the City.

Transportation Demand Management

TDM 1.1 **Sustainable Communities Strategy.** Support consistency with the Orange County Sustainable Communities Strategy (OC SCS) and SCAG RTP/SCS by providing an integrated land use and transportation plan to meet mandated emissions reduction targets consistent with SB 375.

TDM 1.2 **TDM Participation.** Increase participation in transportation demand management (TDM) programs such as staggered work hours, flex time, carpooling, vanpooling, transit, bicycling, preferential parking, and alternative technologies.

TDM 1.3 **GHG Emission Targets.** Achieve greenhouse gas emission (GHG) targets through two principal strategies: reducing motor vehicle use and changing land use development patterns.

TDM 1.4 **Commute Trip Reduction.** Support South Coast Air Quality Management District (SCAQMD) trip reduction programs, including such options as park and ride lots, transit subsidies, carpool and vanpool programs, flexible working hours, bicycle facilities, and other traffic reduction strategies.

TDM 1.5 **Project Incentives.** Provide incentives such as reduced parking requirements, trip credits, and lower mitigation fees for projects that are consistent with the OC SCS such as transit-related, mixed-use, and similar projects.

TDM 1.6 **Transit and Carpool Trip Share.** Support efforts by OCTA and other agencies that provide incentives for employers to increase the share of employee work trips made by transit and carpooling to meet the goals required by the SCAQMD.

TDM 2.1 **Alternative Transportation Technologies.** Support alternative transportation technologies and modes through such means as changes in code requirements, preferential parking, and information distribution to reduce vehicle emissions, congestion, and create a more pedestrian-friendly environment.

TDM 2.2 **Alternate Transportation Modes.** Promote alternate modes of transportation and overall system efficiency by maximizing use of existing transportation networks and developing new modes.

TDM 2.3 **Vehicle Occupancy.** Promote programs which encourage and support increased vehicle occupancy, traveler information systems, shuttles, carpool parking, and transit passes.

TDM 2.4 **Alternative Fuels.** Require that 100 percent of the vehicles purchased for the municipal fleet be high-efficiency (hybrid), low-emission, or alternative fuel vehicles (public safety vehicles exempt).

TDM 2.5 **Alternative Fuel Facilities.** Promote alternative fuel support facilities such as hydrogen and CNG fueling stations and electric vehicle charging stations for these emerging technologies.

TDM 2.6 **Alternative Transportation Modes.** Require alternate modes of transportation for new low cost housing and senior citizen development projects.

TDM 2.7 **Combined Measures.** Promote the combination of TDM measures as much more effective than any single measure.

Infrastructure

Sewer System

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.

Energy

E 2.1 **Service Providers.** Encourage energy service providers such as Southern California Edison (SCE) to commit to increasing the use of non-fossil/carbon fuels (e.g., solar and wind) for energy generation.

E 2.2 **Title 24 Energy Efficiency.** Continue to enforce energy conservation measures and efficient design standards related to residential and nonresidential buildings as required by Title 24.

E 2.3 **California Green Building Standards Code.** Continue to enforce California Green Building Standards Code sustainable construction building practices in the planning, design, and energy efficiency of new construction in La Habra.

E 2.4 **California Energy Code.** Continue to enforce California Energy Code practices regulating and controlling the energy efficiency of buildings in La Habra.

E 2.5 **City Operations.** Promote City operations as a model for energy efficiency and green building and install, as feasible, energy-efficient lighting, appliances, and alternative-energy infrastructure within City facilities.

E 2.6 **Energy Efficiency Audits.** Encourage energy service providers and the private sector to perform energy efficiency audits of existing buildings by evaluating, repairing, and readjusting heating, ventilation, air conditioning, and lighting systems.

E 2.7 **Energy Efficient Design.** Encourage site, building, and landscape design that reduces exterior heat gain and heat island effects (e.g., building orientation and exposure, tree plantings, reflective paving materials, covered parking, cool roofs) to reduce energy demands.

E 2.8 **Renewable Energy.** Encourage the installation and construction of solar (photovoltaic) panel systems in private and public projects as a viable renewable energy source.

E 2.9 **Solar Access.** Ensure, to the extent feasible, that sites, subdivisions, landscaping, and buildings are configured and designed to maximize solar access.

E 2.13 **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.

Conservation/Natural Resources

Air Quality and Climate

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.

AQ 2.1 **Land Use and Urban Form.** Reduce air pollution and GHG emissions by discouraging dependence on the private automobile; promoting development that is compact, mixed-use, pedestrian- and bicycle-friendly, and transit-oriented; improving the jobs-housing balance; promoting energy-efficient building design and site planning; using water-efficient systems; and comparable methods defined in the *Land Use Section of the Community Development Chapter*.

AQ 2.2 **Infill and Mixed-Use Development.** Focus infill and mixed-use development in the downtown core, along La Habra Boulevard and Whittier Boulevard, and in activity cores that contain uses and services accessible by walking from adjoining residential neighborhoods to reduce vehicle trips, air pollution, and GHG emissions.

AQ 2.3 **Development-Infrastructure Concurrency.** Manage growth by ensuring the timely provision of infrastructure to serve new development.

AQ 2.4 **Land Use-Air Quality Relationship.** Implement zoning and land use practices that have a beneficial impact on air quality and reduce the impacts of climate change.

AQ 2.5 **Buffer Emission Sources and Sensitive Land Uses**. Consider potential air pollution and odor impacts from land uses that may emit pollution and/or odors when locating (a) air pollution sources, and (b) residential and other pollution-sensitive sources (which may include transit lines, manufacturing, hazardous materials storage, food processing, wastewater treatment, and similar uses).

AQ 2.6 **Evaluate Air Quality Impacts.** Evaluate the significance of air quality impacts from projects or plans as part of the environmental review process and establish necessary and appropriate mitigation requirements for project or plan approval.

AQ 2.7 **New Development.** Review proposed development applications to ensure that projects incorporate feasible measures to reduce construction and operational emissions for reactive organic gases (ROG), nitrogen oxides (NOx), and particulate matter (PM10 and PM2.5) through project design.

AQ 2.8 **Emissions Reduction.** Require development projects that exceed SCAQMD ROG and NOx operational thresholds to incorporate feasible measures through design and/or operational features that reduce emissions, where possible, to a less than significant level.

AQ 2.9 **Equity.** Ensure that all land use decisions are made in an equitable fashion in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution.

AQ 3.1 **Best Practices.** Improve air quality and reduce GHG emissions through best development practices for municipal and utility infrastructure and use of renewable resources.

AQ 3.2 **Low-Impact Infrastructure.** Encourage Southern California Edison Company, Southern California Gas Company, the California Domestic Water Company, Metropolitan Water

District, and Orange County Sanitation District to adopt practices and implement improvements that reduce air pollution and GHG emissions, as described in the Infrastructure Chapter.

AQ 3.3 **Private Development Infrastructure.** Facilitate the use of renewable energy and water-efficient systems in residential, commercial, industrial, and other private development projects, provided that they are located and designed consistent with the character and quality of La Habra's neighborhoods and districts.

AQ 3.4 **Public Facilities.** Reduce air pollution and GHG emissions through continued reduction of overall energy and water use of local public infrastructure, facilities, and programs for maintenance and efficiency.

AQ 3.5 **Equipment Maintenance.** Continue maintenance and repair of municipal vehicles and equipment.

AQ 3.6 **Preference for Reduced-Emission Equipment.** Give preference to contractors using reduced-emission equipment for City construction projects and contract for services (e.g., garbage collection), as well as businesses that practice sustainable operations.

AQ 4.1 **Transportation.** Implement comprehensive programs to reduce air pollution and GHG emissions through the reduction of vehicle trips, use of alternative-fuel vehicles, public transit, transportation demand-management (TDM), parking supply management, and comparable strategies defined by the *Mobility/Circulation Chapter*.

AQ 4.2 **Regional Transportation System.** Cooperate and participate with regional, county, and local efforts to develop an efficient regional transportation system reducing vehicle trips and vehicle miles traveled.

AQ 4.3 **Interagency Coordination.** Coordinate overlapping and related components of the state-mandated Congestion Management Plan (CMP) and any other regional plan with the regional Air Quality Management Plan (AQMP).

AQ 4.4 **Fleet Operations.** Continue to purchase low-emission vehicles for the City's fleet and use available clean fuel sources for trucks and heavy equipment.

AQ 4.5 **Zero-Emission and Low-Emission Vehicle Use.** Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in multi-family, mixed-use, and high density centers and corridors to accommodate these vehicles.

AQ 5.1 **Development Dust and Particulate Emission Control.** Regulate development to reduce PM_{10} emissions from construction, demolition, and debris hauling to achieve compliance with federal standards.

AQ 5.2 **City Operations Dust and Particulate Emission Control.** Establish procedures for the reduction of PM_{10} emissions from public facility construction, demolition, debris hauling, and street cleaning to achieve compliance with federal standards.

AQ 6.1 **Air Quality and Climate Change Education.** Promote and disseminate information about state, federal, and regional standards; health effects; and efforts that La Habra's residents and businesses can take to improve air quality and reduce GHG emissions.

AQ 6.2 **Employer Education Programs.** Encourage employers to participate in OCCOG, OCTA, and SCAG public education programs to improve air quality and reduce GHG emissions.

AQ 6.3 **Involvement of Schools and Organizations.** Work with local schools, businesses, and organizations to increase citizens' awareness and participation efforts to reduce air pollution and GHG emissions.

5.2.5 Existing Regulations and Standard Conditions

- SCAQMD Rule 201: Permit to Construct
- SCAQMD Rule 402: Nuisance Odors
- SCAQMD Rule 403: Fugitive Dust
- SCAQMD Rule 1113: Architectural Coatings
- SCAQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities
- SCAQMD Rule 1186: Street Sweeping
- CARB Rule 2480 (13 CCR 2480): Airborne Toxics Control Measure to Limit School Bus Idling and Idling at Schools: limits nonessential idling for commercial trucks and school buses within 100 feet of a school.
- CARB Rule 2485(13 CCR 2485): Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling: limits nonessential idling to five minutes or less for commercial trucks.
- CARB Rule 2449(13 CCR 2449): In-Use Off-Road Diesel Idling Restricts: limits nonessential idling to five minutes or less for diesel-powered off-road equipment.
- Building Energy Efficiency Standards (Title 24)
- Appliance Energy Efficiency Standards (Title 20)
- Motor Vehicle Standards (AB 1493)

5.2.6 Level of Significance Before Mitigation

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.2-1: The proposed General Plan Update would not be consistent with the SCAQMD Air Quality Management Plan because buildout of the Land Use Plan would exceed the current population and employment estimates and would cumulatively contribute to the nonattainment designations of the SoCAB.

- Impact 5.2-2 Construction activities associated with buildout of the proposed General Plan Update could generate short-term emissions that exceed the SCAQMD'S significance thresholds and would cumulatively contribute to the nonattainment designations of the SoCAB.

- Impact 5.2-3 Buildout of the proposed General Plan Update would generate long-term emissions that could exceed the SCAQMD's significance thresholds and could cumulatively contribute to the nonattainment designations of the SoCAB.

- Impact 5.2-4 Buildout of the proposed General Plan Update could expose sensitive receptors to substantial toxic air contaminant concentrations.

- Impact 5.2-5 Buildout of the proposed General Plan Update could site sensitive land uses in proximity to air pollution sources and therefore expose sensitive receptors to substantial pollutant concentrations.

- Impact 5.2-6 Industrial land uses associated with buildout of the proposed General Plan Update have the potential to create objectionable odors that could affect a substantial number of people.

5.2.7 Mitigation Measures

Impact 5.2-1

Mitigation measures incorporated into future development projects for operation and construction phases described in Impacts 5.2-2 and 5.2-3 below would reduce criteria air pollutant emissions associated with buildout of the proposed General Plan Update. Goals and policies in the proposed General Plan Update would facilitate continued City cooperation with SCAQMD and SCAG to achieve regional air quality improvement goals, promotion of energy conservation design and development techniques, encouragement of alternative transportation modes, and implementation of transportation demand management strategies. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the AQMP.

Impact 5.2-2

Goals and policies are included in the General Plan Update that would reduce air pollutant emissions. However, due to the magnitude of emissions generated by future construction activities, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds.

2-1 During subsequent project-level environmental review, if construction-related criteria air pollutants are determined to have the potential to exceed the South Coast Air Quality Management District (SCAQMD) adopted thresholds of significance, the City of La Habra Community Development Department shall require that applicants for new development projects incorporate mitigation measures as identified in the CEQA document prepared for the project to reduce air pollutant emissions during construction activities. Mitigation measures that may be identified during the environmental review include, but are not limited to:

- Requiring fugitive dust control measures that exceed SCAQMD's Rule 403, such as:
  - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
  - Applying water every four hours to active soil-disturbing activities.
  - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.

- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the SCAQMD's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.

Impact 5.2-3

Goals and policies are included in the proposed General Plan Update that would reduce air pollutant emissions. Measures included as part of the Climate Action Plan, such as expansion of the pedestrian and bicycle networks, installation of electric vehicle charging stations, and development of policy in implementing energy efficient retrofits for residential and commercial buildings, would also reduce criteria air pollutants within the City. However, due to the magnitude of emissions generated by office, commercial, industrial, and warehousing land uses, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds.

Impact 5.2-4

Goals and policies are included in the proposed General Plan Update that would reduce concentrations of criteria air pollutant emissions and air toxics generated by new development. Review of projects by SCAQMD for permitted sources of air toxics would ensure health risks are minimized. The following mitigation measure would ensure mobile sources of TACs not covered under SCAQMD permits are considered during subsequent project-level environmental review.

2-2 New industrial or warehousing land uses that 1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and 2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of La Habra Community Development Department prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the South Coast Air Quality Management District. If the HRA shows that the incremental cancer risk exceeds one in one hundred thousand (1.0E-05), the appropriate noncancer hazard index exceeds 1.0, or if the PM_{10} or $PM_{2.5}$ ambient air quality standard increment exceeds 2.5 $\mu g/m^3$, the applicant will be required to identify and demonstrate that best available control technologies for toxics (T-BACTs) are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

Impact 5.2-5

2-3 The City of La Habra shall evaluate new development proposals for sensitive land uses (e.g., residential, schools, day care centers) within the City for potential incompatibilities with regard

to the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective* (April 2005). Applicants for sensitive land uses that are within the recommended buffer distances shall submit a health risk assessment (HRA) to the City of La Habra prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the South Coast Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children ages 0 to 6 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), the appropriate noncancer hazard index exceeds 1.0, or if the PM_{10} or $PM_{2.5}$ ambient air quality standard increment exceeds 2.5 $\mu g/m^3$, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and noncancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:

- Air intakes away from high-volume roadways and/or truck loading zones.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters.

Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City's Community Development Department.

Impact 5.2-6

2-4 If it is determined during project-level environmental review that a project has the potential to emit nuisance odors beyond the property line, an odor management plan shall be required to be submitted to the Department of Community Development for review. Facilities that have the potential to generate nuisance odors include but are not limited to:

- Wastewater treatment plants
- Composting, greenwaste, or recycling facilities
- Fiberglass manufacturing facilities
- Painting/coating operations
- Large-capacity coffee roasters
- Food-processing facilities

If an odor management plan is determined to be required through CEQA review, the City shall require the project applicant to submit the plan prior to approval to ensure compliance with the South Coast Air Quality Management District's Rule 402, for nuisance odors. If applicable, the

Odor Management Plan shall identify the best available control technologies for toxics (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include but are not limited to scrubbers (e.g., air pollution control devices) at the industrial facility. T-BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

5.2.8 Level of Significance After Mitigation

Impact 5.2-1

Mitigation measures incorporated into future development projects for the operation and construction phases would reduce criteria air pollutant emissions associated with buildout of the proposed General Plan Update. Goals and policies included in the proposed General Plan Update would facilitate continued City cooperation with SCAQMD and SCAG to achieve regional air quality improvement goals, promotion of energy conservation design and development techniques, encouragement of alternative transportation modes, and implementation of transportation demand management strategies. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the AQMP. Therefore, Impact 5.2-1 would remain significant and unavoidable.

Impact 5.2-2

Implementation of mitigation would reduce criteria air pollutant emissions from construction-related activities. However, due to the magnitude of emissions generated by future construction activities, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Therefore, Impact 5.2-2 would remain significant and unavoidable.

Impact 5.2-3

Goals and policies are included in the proposed General Plan Update that would reduce air pollutant emissions. Measures included as part of the Climate Action Plan and General Plan to reduce idling, natural gas use, and encourage use of alternative-fueled vehicles would also reduce criteria air pollutants within the City. However, due to the magnitude of emissions generated by office, commercial, industrial, and warehousing land uses, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Therefore, Impact 5.2-3 would remain significant and unavoidable.

Impact 5.2-4

Buildout of the proposed General Plan Update could result in new sources of criteria air pollutant emissions and/or toxic air contaminants near existing or planned sensitive receptors. Goals and policies are included in the proposed General Plan Update that would reduce concentrations of criteria air pollutant emissions and TACs generated by new development.

Review of projects by SCAQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure health risks are minimized. Mitigation Measure 2-2 would ensure

mobile sources of TACs not covered under SCAQMD permits are considered during subsequent project-level environmental review. Development of individual projects may achieve the incremental risk thresholds established by SCAQMD. However, the incremental increase in health risk associated with individual projects is considered cumulatively considerable and would contribute to already elevated levels of cancer and noncancer health risks in the SoCAB. Therefore, Impact 5.2-4 would remain significant and unavoidable.

Impact 5.2-5

Mitigation measure 2-3 would ensure that placement of sensitive receptors near major sources of air pollutants would achieve the incremental risk thresholds. Therefore, Impact 5.2-5 would be less than significant.

Impact 5.2-6

Mitigation Measure 2-4 would ensure that odor impacts are minimized and facilities would comply with SCAQMD Rule 402. Therefore, Impact 5.2-6 would be less than significant.

5.2.9 References

Bay Area Air Quality Management District (BAAQMD). 2011. California Environmental Quality Act Air Quality Guidelines.

California Air Resources Board (CARB), 2013, July. *Ambient Air Quality Standards*. http://www.arb.ca.gov/research/aaqs/aaqs2.pdf.

California Department of Transportation (Caltrans). 1997, December. Transportation Project-Level Carbon Monoxide Protocol. UCD-ITS-RR-97-21. Prepared by Institute of Transportation Studies, University of California, Davis.

———. 1999, December. Final Staff Report: Update to the Toxic Air Contaminant List.

South Coast Air Quality Management District (SCAQMD). 2005, May. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.

South Coast Air Quality Management District (SCAQMD). 2008, September. Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES III).

Western Regional Climate Center (WRCC). Western U.S. Climate Historical Summaries. Yorba Linda Monitoring Station (ID No.049847) http://www.wrcc.dri.edu/coopmap/. Accessed 2013.

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5.3 CULTURAL RESOURCES

Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, architectural, or paleontological activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. This section of the Environmental Impact Report (EIR) evaluates impacts to cultural resources as a result of implementation of the General Plan Update to the City of La Habra and its Sphere of Influence (SOI). The analysis in this section is based, in part, upon analysis performed in the following technical background report produced as part of the General Plan Update:

- Section 2.4, *Historic/Cultural Resources*, in City of La Habra General Plan Update Technical Background Report, Atkins, May 2012

- Historic Context & Survey Report for the City of La Habra, Galvin Preservation Associates Inc., July 2012

Complete copies of these studies are included as Appendix C and Appendix F to this EIR, respectively.

Data from various sources were used for the preparation of this report, including a records search of the California Historical Resources Information System; a search of the Native American Heritage Commission Sacred Lands File; a search of on-line listings for the National Register of Historic Places, California State Historic Landmarks, California Register of Historical Resources, and California Points of Historical Interest (PHI); and the adopted 2020 La Habra General Plan.

5.3.1 Environmental Setting

5.3.1.1 REGULATORY SETTING

Federal and State Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) established the National Register of Historic Places which coordinates public and private efforts to identify, evaluate, and protect the nation's historic and archaeological resources. The National Register includes districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.

Section 106 (Protection of Historic Properties) of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 Review refers to the federal review process designed to ensure that historic properties are considered during federal project planning and implementation. The Advisory Council on Historic Preservation, an independent federal agency, administers the review process, with assistance from State Historic Preservation Offices.

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites which are on federal and Indian lands.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA) is a federal law passed in 1990 that provides a process for museums and Federal agencies to return certain Native American cultural items, such as human remains, funerary objects, sacred objects, or objects of cultural patrimony, to lineal descendants, and culturally affiliated Indian tribes.

California Public Resources Code

Archaeological, paleontological, and historical sites are protected pursuant to a wide variety of state policies and regulations enumerated under the California Public Resources Code. In addition, cultural and paleontological resources are recognized as nonrenewable and therefore receive protection under the California Public Resources Code and CEQA.

- California Public Resources Code Sections 5020–5029.5 continue the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the administration of the California Register of Historical Resources and is responsible for the designation of State Historical Landmarks and Historical Points of Interest.

- California Public Resources Code Sections 5079–5079.65 define the functions and duties of the Office of Historic Preservation (OHP). The OHP is responsible for the administration of federally and state-mandated historic preservation programs in California and the California Heritage Fund.

- California Public Resources Code Sections 5097.9–5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the Native American Heritage Commission (NAHC). It also requires notification to descendants of discoveries of Native American human remains and provides for treatment and disposition of human remains and associated grave goods.

- Section 7050.5(b) of the California Health and Safety Code specifies protocol when human remains are discovered.

- CEQA Guidelines Section 15064.5(e) requires that excavation activities be stopped whenever human remains are uncovered and that the county coroner be called in to assess the remains. If the county coroner determines that the remains are those of Native Americans, the NAHC must be contacted within 24 hours. At that time, the lead agency must consult with the appropriate Native Americans, if any, as identified by the NAHC. Section 15064.5 directs the lead agency (or project proponent), under certain circumstances, to develop an agreement with the Native Americans for the treatment and disposition of the remains.

California Senate Bill 18

Senate Bill 18 was signed into law in September 2004 and went into effect on March 1, 2005, as California Government Code Sections 65352.3 et seq. It places new requirements upon local governments for developments within or near Traditional Tribal Cultural Places (TTCP).

The law institutes a new process which would require a city or county to consult with the NAHC and any appropriate Native American tribe for the purpose of preserving relevant TTCP prior to the adoption, revision, amendment, or update of a city's or county's general plan. TTCPs require a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies, or the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies.

2010 California Historic Building Code

The 2010 California Historic Building Code—California Code of Regulations, Title 24, Part 8—provides regulations for the preservation, restoration, rehabilitation, relocation, or reconstruction of buildings or properties designated as qualified historical buildings or properties. The CHBC is intended to provide solutions for the preservation of qualified historical buildings or properties, to promote sustainability, to provide access for persons with disabilities, to provide a cost-effective approach to preservation, and to provide for the reasonable safety of the occupants or users.

Mills Act

Under the Mills Act, California Government Code Sections 50280 et seq., a city or county may contract with the owner of any qualified historical property to restrict the use of the property.

5.3.1.2 NATURAL SETTING

With its valley setting, Mediterranean climate, and gentle rolling terrain, La Habra is situated between the hillsides of the Puente Hills and Coyote Hills to the north and south, respectively. La Habra does not contain any major water bodies.

5.3.1.3 CULTURAL SETTING

Prehistoric Background

La Habra lies within the geographical province of California's Southern Bight. A bight by definition is a bend or curve in a geographical feature, usually a curve in the line between land and water. The Southern Bight is a region defined by the southeastward bend of the coastline from Point Conception to the U.S.-Mexico border. This region encompasses Los Angeles, Orange, and San Diego Counties, western Riverside County and the Channel Islands. At the time of Spanish contact, the Southern Bight was home to the ethnographic Chumash, Gabrielino (Tongva), Luiseño, Juaneño, and Kumeyaay. La Habra, located approximately 25 miles east from the Pacific Coast in the interior of Orange County, is most closely associated with the Gabrielino.

Ethnographic Background

The La Habra planning area is located within the traditional territory of the Tongva peoples, also known as the Gabrielino. The name Gabrielino refers to San Gabriel, one of the two main Spanish missions established in Gabrielino territory. Their traditional territory included most of the San Fernando Valley and the Los Angeles Basin, inland as far as the City of San Bernardino, and outwards to the Pacific coast stretching from Topanga Canyon to north of Aliso Creek. Also included in Gabrielino territory are the southern Channel Islands of San Clemente, Santa Catalina, and San Nicolas. At the time of Spanish contact, the Gabrielino were, with the possible exception of the Chumash, the wealthiest, most populous, and most powerful ethnic aboriginal group in Southern California.

For a detailed description of Gabrielino settlement patterns and cultural artifacts found in their traditional territory, see Section 2.4 of Appendix C and the Historic Context & Survey Report included as Appendix F.

Historic Background

La Habra's historic background includes Spanish colonization by missionaries, the region's subdivision into Mexican land grants (or "ranchos"), transfer of California to the United States, and eventual settlement by American farmers. At the turn of the twentieth century, La Habra became a center of citrus and avocado production. In later decades, the planning area would later be dominated by oil production (beginning in the 1910s), and residential development (post-World War II). For a detailed description of La Habra's distant and recent history, see Section 2.4 of Appendix C and the Historic Context & Survey Report included as Appendix F.

Known Cultural Resources

South Central Coastal Information Center Records Search

A records search was performed by a PBS&J archaeologist at the South Central Coastal Information Center (SCCIC) for the project area and a one-quarter-mile radius. The records search included a review of all cultural resource records, technical reports, and historic maps on file for the La Habra planning area and the additional search radius. The search also includes a review of PHIs, California Historical Landmarks (CHL), the California Register of Historical Resources (CRHR), the National Register of Historic Places (NRHP), and the California Historic Resources Inventory (HRI) as presented in the OHP Historical Property Data File.

The SCCIC records search indicated that the planning area has been subject to numerous studies; however, these studies have collectively addressed less than 10 percent of the planning area acreage. The minimal planning area acreage considered by previous studies may contribute to the small number of known and previously recorded resources within the planning area. The records search identified 21 built-environment historic age structures within the City that have been evaluated for inclusion in the NRHP, including the Old La Habra Library, and several commercial properties on West La Habra Boulevard. These structures have been found ineligible for listing in the National Register of Historic Places, but were not evaluated for

inclusion in the CRHR or any local registers. An additional built-environment resource consisting of a bridge was identified during a survey, but was not evaluated for inclusion in the NRHP, CRHR, or any local registers.

The records search also identified one archaeological resource within the City in the West Coyote Hills area. This site consists of an unevaluated prehistoric site with a possible subsurface component. The presence of this one resource indicates that other archaeological sites may be located within West Coyote Hills, and that archaeological materials may be found within undisturbed soils found beneath the development present in the valley below. Between June 1995 and November 1997, RMW Paleo Associates conducted a field investigation for PLC Land Company to complete the cultural resources research related to the development of the former Chevron Oil Field in La Habra within the West Coyote Hills area. The research entailed monitoring of brushing and grading operations in preparation of construction of a residential community, La Habra Hills, and Westridge Golf Club. The findings of the investigation concluded with no prehistoric cultural resources discovered during monitoring of the project, although artifacts were collected and cataloged. Historic resources discovered consisted of refuse related to oil extraction activities and the personal activities of persons probably working for the oil industry and were not considered significant. One historic foundation was excavated during monitoring but was determined to be not significant.

Historic Context & Survey Report

In 2012, a Historic Context and Survey Report (Galvin Preservation Associates Inc., July 2012) was prepared. The report focused on determining which properties in La Habra may be significant and categorizing their eligibility for state listing.

An initial reconnaissance level survey was conducted to determine the number of resources dating from before 1950. Following the reconnaissance survey, in which properties constructed before 1950 and with a moderate to high level of integrity were photographed, the properties were reviewed further for potential significance and levels of integrity. Properties were identified as being good examples of their respective type; the context period (taken from the historic context statement, below) represented by the property was also determined. During review of the properties, consideration was given as to locations for the possibility of an historic district. Properties were evaluated utilizing CRHR criteria. Those properties which were most significant and displayed a high level of integrity were identified as being eligible for the California Register and were recorded on State of California Department of Parks and Recreation 523 inventory forms. This survey also reevaluated those properties that had been previously evaluated as part of the Phase I survey and updated information, as appropriate.

The Historic Context and Survey Report determined that 28 properties in La Habra meet CRHR criteria. These are shown in Table 5.3-1. The report identified 51 additional properties that may warrant special consideration in local planning. Those sites may be eligible for Mills Act contracts should the City establish a Mills Act program.

Table 5.3-1 Properties in La Habra Eligible for the CRHR

	Address	Year Built	Significance
1	1020 N Cypress St.	c. 1910	Its association with La Habra's early development and as an excellent example of an early ranch house that would have likely had associated agricultural land.
2	1020 N Cypress St.	c. 1925	Its association with La Habra's early development and as an excellent example of an early ranch house that would have likely had associated agricultural land.
3	1051 N Cypress St.	c. 1915	Its association with La Habra's early development and as an excellent example of an early ranch house that would have likely had associated agricultural land.
4	402 W Erna Ave.	c. 1915	Its association with La Habra's growth in the 1910s and 1920s
5	624 W Erna Ave.	1898	Its association with La Habra's development in the 1890s and as an excellent example of a Queen Anne residence.
6	301 S Euclid St.	c. 1915	Its association with the development of the railroad in La Habra and as an excellent example of a Mission Revival railroad depot.
7	311 S Euclid St.	c. 1915	Its association with the development of the railroad in La Habra and as an excellent example of a railroad depot with Craftsman influences.
8	531 S Euclid St.	c. 1915	Its association with the early agriculture of La Habra.
9	310 E Florence Ave.	c. 1915	Its association with the growth of La Habra in the 1910s and 1920s.
10	314 E Florence Ave.	c. 1910	Its association with the growth and development of La Habra in the 1910s and 1920s.
11	318 E Florence Ave.	c. 1915	Its association with the growth and development of La Habra in the 1910s and 1920s.
12	326 E Florence Ave.	c. 1915	Its association with the growth and development of La Habra in the 1910s and 1920s.
13	119 W Francis Ave.	1921	Its association with the growth and development of La Habra in the 1910s and 1920s.
14	111-115 W Greenwood Avenue	1920	Its association with the growth and development of La Habra in the 1910s and 1920s.
15	200 N Orange St.	1935	As an excellent example of a Mediterranean Revival institutional building.
16	215 N Orange St.	1935	As an excellent example of a Mediterranean Revival institutional building.
17	430 E La Habra Blvd.	c. 1920	Its association with the growth and development of La Habra in the 1910s and 1920s.
18	801 W Highlander Ave.	c. 1950	As an excellent example of Midcentury Modern architecture applied to a group of institutional buildings.
19	340 N Valley Home Ave.	1933	As an excellent example of Tudor Revival architecture.
20	530 N Valley Home Ave.	1906	Its association with the early agricultural period in La Habra.
21	1250 N Valley Home Ave.	1915	Its association with the early agricultural period in La Habra.
22	521 N Walnut St.	c. 1910	As an excellent intact example of Mediterranean Revival architecture.
23	510 N Euclid St.	1936	As an excellent intact example of Spanish Colonial Revival architecture.
24	150 N First Ave.	1914	As an excellent example of Carpenter Gothic architecture applied to a religious building.
25	111 E Lois St.	1912	As an excellent example of a Craftsman bungalow that utilizes stone as an exterior cladding material.

Table 5.3-1 Properties in La Habra Eligible for the CRHR

	Address	Year Built	Significance
26	505 N Lois St.	1941, c. 1930	Its association with master architect Cliff May.
27	434 N McPherson St.	c. 1915	Its association with the growth and development of La Habra in the 1910s and 1920s and as an excellent example of an early ranch house that would have likely had associated agricultural land.
28	601 N Walnut St.	c. 1915	Its association with the early agricultural period in La Habra.

Source: Galvin Preservation Associates Inc., 2012

Native American Records Search

A search of the NAHC Sacred Lands File (SLF) was conducted to determine the presence of Native American cultural resources within the planning area. The NAHC response letter indicated that no SLF-listed Native American cultural resources were known within the City limits of La Habra. With that said, between November 1992 and August 1993, RMW Paleo Associates conducted the initial field investigation for Westridge Partners II to complete the cultural resources research (e.g., examination of the surface following brushing, recording of an archaeological site, test excavation and controlled destruction of that site, data recovery excavation, and analysis of recovered material) related to the construction of a residential community, La Habra Hills, and Westridge Golf Club located within the northern West Coyote Hills area. One of the major findings of the report was the discovery and excavation of a human burial at a depth of 30 centimeters. Located within the northwest quadrant of the project site, the human remains found were teeth fragments and bones of extremely poor condition due to exposure to the elements. A trench was excavated around the burial and a plaster jacket was placed around the remains. The remains were determined to be of Native American decent, removed from the site, and reburied in a local greenbelt by a NAHC representative.

The NAHC response letter also listed local Native American contacts who may have knowledge of cultural resources in the planning area and recommended that these organizations and individuals be consulted regarding the presence or absence of resources not listed in the SLF.

Other Sources Consulted

Additional searches were conducted to supplement the SCCIC records search information, including an online search for the National Register of Historic Places and the CHL, California Points of Historical Interest, and California Register of Historical Resources. Several books, documents, and online resources were also reviewed to inform the presence or absence of significant resources in the planning area. These resources are listed in Section 2.4 of Appendix C and in the Historic Context & Survey Report included as Appendix F.

Significant Cultural Resources

Designation Process

There are three general types of designations for significant cultural resources: historical properties districts, traditional cultural properties, and landscapes. The system includes federal designation in the NRHP for resources of importance and relevance to national heritage, state level designation in the CRHR, and local designation as Orange County Historical Landmarks (OCHL) by the Orange County Historical Commission for resources of importance to local history and culture. Each of these registers employs different criteria to determine whether a resource could be determined eligible for inclusion.

Currently, there are no resources within the planning area listed in the National Register of Historic Places, California Register of Historical Resources, or as OCHLs.

Identification Efforts

The City of La Habra values its cultural resources that are not included in federal, state, and local registers, and has identified important historic-age structures within the City that are eligible for listing in the California register, but has not taken action to do so at this time.. The City has employed adaptive reuse for some of their locally important buildings and is concerned about the integrity of these resources.

Such resources include, but are not limited, to the La Habra Children's Museum, housed in the renovated Union Pacific Depot; the La Habra Depot Theatre, which is the original train station built in the 1920s for the Pacific Electric Railroad and was moved to its present location on Euclid Street in the 1970s; the La Habra Art Building, which originally served as an auto repair facility when constructed in the 1930s; and the Veteran's Hall and the building that houses the La Habra History Museum (former library), which were built in 1937 along with the original City Hall (demolished in 1970) that formed the Civic Center complex.. The City has also established the "Boulevard of the Bells" along a portion of La Habra Boulevard, which includes the placement of mission bells at significant historical sites along the route of El Camino Real as a reminder of La Habra's historical significance. These symbolic bells provide daily reminders to residents and visitors of the history of La Habra. As stated above, the City's Historic Context and Survey Report determined that 28 properties in La Habra meet CRHR criteria and identified 51 additional properties that may warrant special consideration in local planning. Those additional sites may be eligible for Mills Act contracts should the City establish a Mills Act property tax abatement program. Such a program would require the development of an ordinance establishing procedures for property owners to enter into an agreement with the City to preserve their historic properties.

5.3.2 Thresholds of Significance

CEQA Guidelines Section 15064.5 provides direction on determining significance of impacts to archaeological and historical resources. Generally, a resource shall be considered "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 4852), including the following:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated the with lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, or is not included in a local register of historical resources, does not preclude a lead agency from determining that the resource may be an historical resource.

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

C-1 Cause a substantial adverse change in the significance of an historical resource pursuant to Section 15064.5.

C-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

C-3 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

C-4 Disturb any human remains, including those interred outside of formal cemeteries.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following threshold would be less than significant:

- Threshold C-4

This impact will not be addressed in the following analysis.

5.3.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.3-1: Development pursuant to the proposed General Plan could impact identified historic resources. [Threshold C-1]

Impact Analysis: Although none are listed in the National Register of Historic Places, in the California Register of Historic Places, or as an Orange County Historical Landmark, the planning area contains a number of historic-age structures and resources. The City's Historic Context and Survey Report determined

that 28 properties in La Habra meet CRHR criteria and identified 51 additional properties that may warrant special consideration in local planning.

Adoption of the General Plan Update in itself would not demolish or materially alter historic resources. However, identified historic structures and sites that are potentially eligible for future Historic Resources listing may be vulnerable to development activities in accordance with the General Plan. New buildings adjacent to a historic resource may result in indirect impacts relating to access, visibility, and visual context, while renovations or modifications to historic resources may destroy the characteristics that make those resources important or unusual.

The Community Development Chapter of the proposed General Plan contains numerous polices that specifically address sensitive historical resources and their protection. Policies CR 1.1 and CR 1.4 encourage efforts by property owners to place historic resources in La Habra on national, state, and county historic registers. Policies CR 1.6 and CR 1.7 encourage maintenance of historic resources by the property owner, while Policies CR 1.8 and CR 1.9 ensure that new development is designed and sited to be compatible with such resources.

Compliance with proposed General Plan policies and state and federal regulations restricting alteration, relocation, and demolition of historical resources would ensure that land use changes allowed under the General Plan Update would not result in adverse impacts to identified historic resources. Therefore, impacts of the proposed project would be less than significant.

Impact 5.3-2: Buildout of the proposed General Plan could impact archaeological or paleontological resources. [Threshold C-2 and C-3]

Impact Analysis:

Archaeological Resources

Development of projects pursuant to the proposed General Plan could impact archaeological resources; one known archaeological site has been identified in the West Coyote Hills area. This site and other sites in the City may have subsurface and/or previously unknown deposits that would be impacted by future development, redevelopment, or other soil-disturbing activities. Although the planning area is almost entirely built out and excavation of previously undisturbed soil resulting from implementation of the General Plan Update would likely be minimal, significant impacts to archaeological resources may occur.

Paleontological Resources

Ground disturbance from development of projects pursuant to the proposed General Plan could damage fossils buried in soils. Although the planning area is almost entirely built out and excavation of previously undisturbed soil resulting from implementation of the General Plan Update would likely be minimal, significant impacts to paleontological resources may occur.

Conclusion

Implementation of the proposed Land Use Plan has the potential to impact archaeological and paleontological resources. However, existing federal, state, and local regulations address the provision of studies to identify archaeological and paleontological resources, application review for projects that would potentially involve land disturbance, project-level standard conditions of approval that address unanticipated archaeological and or paleontological discoveries, and requirements to develop specific mitigation measures if resources are encountered during any development activity. The proposed Historic/Cultural Resources section of the Community Development Chapter contains policies, listed in Section 5.3.4 below, that address archaeological and paleontological resources, including the proper identification and protection of cultural resources in general (Policies CR 1.1 through CR 1.3) and the protection of archaeological resources specifically (Policy CR 1.13). However, development may result in the unanticipated discovery of archaeological and paleontological resources during grading and excavation of the site and impacts are potentially significant.

5.3.4 Relevant General Plan Policies

Community Development

Historic/Cultural Resources

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.

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 2.3 **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.

Community Identity

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.

Conservation/Natural Resources

Scenic and Mineral Resources

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.

5.3.5 Existing Regulations

Federal

- United States Code, Title 16, Sections 470 et seq.: National Historic Preservation Act
- United States Code, Title 16, Sections 470aa et seq.: Archaeological Resources Protection Act
- United States Code, Title 25, Sections 3001 et seq.: Native American Graves Protection and Repatriation Act

State

- California Health and Safety Code Section 7050.5: Disturbance of Human Remains
- California Public Resources Code Sections 5020–5029.5: Authorized State Historical Resources Commission.
- California Public Resources Code Sections 5079–5079.65: Authorized Office of Historic Preservation.
- California Public Resources Code Sections 5097.9–5097.99: Protections for Native American historical and cultural resources and sacred sites; authorized Native American Heritage Commission (NAHC); prescribes responsibilities respecting discoveries of Native American human remains.
- California Government Code Sections 65352.3 et seq. (Senate Bill 18): Native American consultation

- California Code of Regulations, Title 24, Part 8: 2010 California Historic Building Code
- California Government Code Sections 50280 et seq.: Mills Act

5.3.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements, the following impact would be less than significant: 5.3-1.

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.3-2: General Plan buildout could impact archaeological and paleontological resources.

5.3.7 Mitigation Measures

Impact 5.4-2

3-1 City staff shall require applicants for grading permits in areas requiring grading of undisturbed soil to provide studies by qualified archaeologists assessing the cultural and historical significance of any known archaeological resources on or next to each respective development site, and assessing the sensitivity of sites for buried archaeological resources. On properties where resources are identified, or that are determined to be moderately to highly sensitive for buried archaeological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:

a. An archaeologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.

b. Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources.

c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Archaeologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University Fullerton; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).

3-2 City staff shall require applicants for grading permits in areas requiring grading of undisturbed soil to provide studies by qualified paleontologists assessing the sensitivity of sites for buried paleontological resources. On properties determined to be moderately to highly sensitive for paleontological resources, such studies shall provide a detailed mitigation

plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified paleontologist. The mitigation plan shall include the following requirements:

a. A paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.

b. Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources.

c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University Fullerton; and provide a comprehensive final report, including catalog with museum numbers.

5.3.8 Level of Significance After Mitigation

Impacts would be less than significant, and no significant and unavoidable impact would occur.

5.3.9 References

Atkins. 2012, May. Technical Background Report for the City of La Habra General Plan Update.

Galvin Preservation Associates Inc., 2012, July , Historic Context & Survey Report for the City of La Habra.

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5.4 GEOLOGY AND SOILS

This section of the Environmental Impact Report (EIR) evaluates the potential for implementation of the General Plan Update to impact geological and soil resources in the City of La Habra and its Sphere of Influence (SOI). The analysis in this section is based in part on the following technical report:

- Section 7.1, *Natural Hazards*, in City of La Habra General Plan Update Technical Background Report, Atkins, May 2012.

A complete copy of this study is included as Appendix C to this EIR.

5.4.1 Environmental Setting

5.4.1.1 GEOLOGIC SETTING

Regional Setting

The City of La Habra is in the Peninsular Ranges Geomorphic Province, a region of northwest-trending mountains and valleys extending from the Los Angeles Basin in southwestern California south into Baja California, Mexico. The Los Angeles Basin is an alluvial basin extending from the Pacific Coast inland to the Santa Monica Mountains, Hollywood Hills, and San Gabriel Mountains to the north, and Santa Ana Mountains to the east.

Local Setting

The City of La Habra is situated within the La Habra Basin which is a portion of the larger Los Angeles Basin between the Puente Hills to the north and the Coyote Hills to the south. The La Habra Basin is a trough in which many thousands of feet of marine and nonmarine sediments have been deposited. Topographically, La Habra is a valley, with gentle rolling terrain and hillsides in the northern and southern portions of the planning area.

The majority of the City is underlain with relatively young alluvial deposits and Pleistocene-age sediments of the La Habra Formation composed of silty-sandstone.[1] Older geologic formations, such as Coyote Hills, San Pedro, and Fernando Formations, lie at greater depths in the La Habra Basin or at the surface within the hillside areas of the planning area. Figure 5.4-1, *Geology*, shows the locations of these formations. The Coyote Hills Formation is composed of coarse sand with abundant cobbles and a finer grained mudstone and siltstone, the San Pedro Formation is generally made up of sandstone and siltstone; and the late Pliocene to late Miocene-age Fernando Formation consists of interbedded marine sandstone, siltstone, and a conglomerate with minor amounts of shale or other rock types.[2] The soils in the La Habra planning area tend to be mainly clayey to sandy silt. The thick alluvial soils underlying much of the central City are generally unconsolidated and poorly sorted.

[1] The Pleistocene Epoch extends from about 1.8 million years before present (ybp) to 11,000 ybp.
[2] The Pliocene Epoch extends from about 5.3 million to 1.8 million ybp, and the Miocene Epoch from about 23 to 5.3 million ybp.

Faulting and Seismicity

Faults are more likely to produce future earthquakes if they have rapid rates of movement, have had recent earthquakes along them, experience greater total displacements, and are aligned so that movement can relieve the accumulating tectonic stresses. Geologists classify faults by their relative hazards. "Active" faults, which represent the highest hazard, are those that have ruptured to the ground surface during the Holocene period (approximately the last 11,000 years). In contrast, "potentially active" faults are those that displaced layers of rock from the Quaternary period (the last 1,800,000 years). Determining if a fault is active or potentially active depends on geologic evidence, which may not be available for every fault. The La Habra planning area[3] is in a high seismic risk zone, subject to seismic activity from the faults shown on Figure 5.4-2, *Fault Map*. These fault zones are described below and include the San Andreas, Sierra Madre, Newport-Inglewood-Rose Canyon, and Whittier-Elsinore. The Puente Hills Thrust Fault is described and covers a broad, rectangular area, including northern Orange County, and would affect the City of La Habra with seismic shaking if an earthquake were to occur. In addition, there is an unnamed fault listed in the Alquist-Priolo Map within La Habra; it is approximately 0.5 mile long, runs north–south, and is south of Imperial Highway and east of Idaho Street (see Figure 5.4-3, *Alquist-Priolo Map Detail*).

San Andreas Fault Zone

The San Andreas Fault Zone runs northwest–southeast approximately 35 miles northeast of La Habra and is the dominant active fault in California. Because the San Andreas Fault is the primary surface boundary between the Pacific and the North American plate, it is thought to be capable of producing a magnitude (M) 8.0 to 8.5 earthquake. The last major earthquake on the Southern San Andreas Fault occurred in 1857 and registered M 8.0. The fault has right lateral strike-slip displacement, which indicates that vertical fractures along rock masses within the fault have shifted horizontally. The City of La Habra would experience strong ground shaking, which would result in damage to older structures if and when a major episode occurs.

Sierra Madre Fault Zone

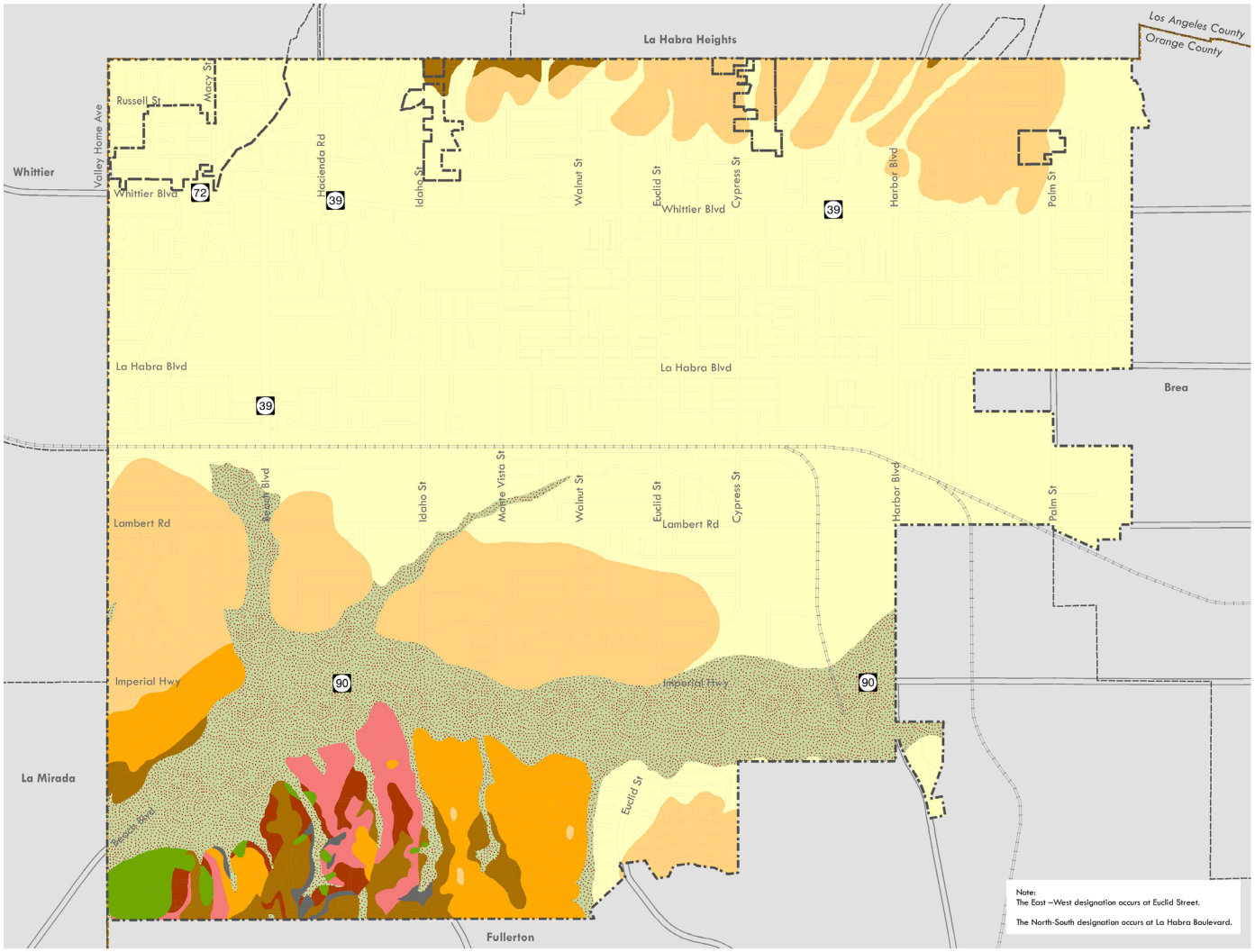
The Sierra Madre Fault Zone is associated with surface rupturing and groundshaking and generally runs east–west through Los Angeles County approximately 15 miles to the north of La Habra. The 1971 San Fernando earthquake occurred on a branch of the Sierra Madre Fault Zone and has resulted in the entire length of the Sierra Madre now being considered potentially active.

Newport-Inglewood-Rose Canyon Fault Zone

The Newport-Inglewood-Rose Canyon Fault Zone is approximately 15 miles to the southwest of La Habra and runs northwest–southeast along western California, near the communities of Santa Monica, Long Beach, Huntington Beach, and Newport Beach. This fault zone has right-lateral local reverse and strike-slip associated with the fault and is considered active. Historic earthquakes caused by movement in this fault zone include the Long Beach earthquake (March 10, 1933; M 6.3), the Signal Hill earthquake (October 2, 1933; M 5.0), and the Gardena earthquake (November 14, 1941; M 5.5).

[3] The planning area consists of the City plus six unincorporated County of Orange islands within the City; see Chapter 4, *Environmental Setting*.

Geology



Legend

- Artificial fill
- Coyote Hills Formation
- Fernando Formation, upper member, conglomerate
- La Habra Formation
- Landslide deposits
- San Pedro Formation
- San Pedro Formation, sandstone
- San Pedro Formation, siltstone and claystone
- Very old alluvial fan deposits, silty sand
- Young alluvial fan deposits, silty sand
- Railroad
- La Habra City Limits
- County Boundary

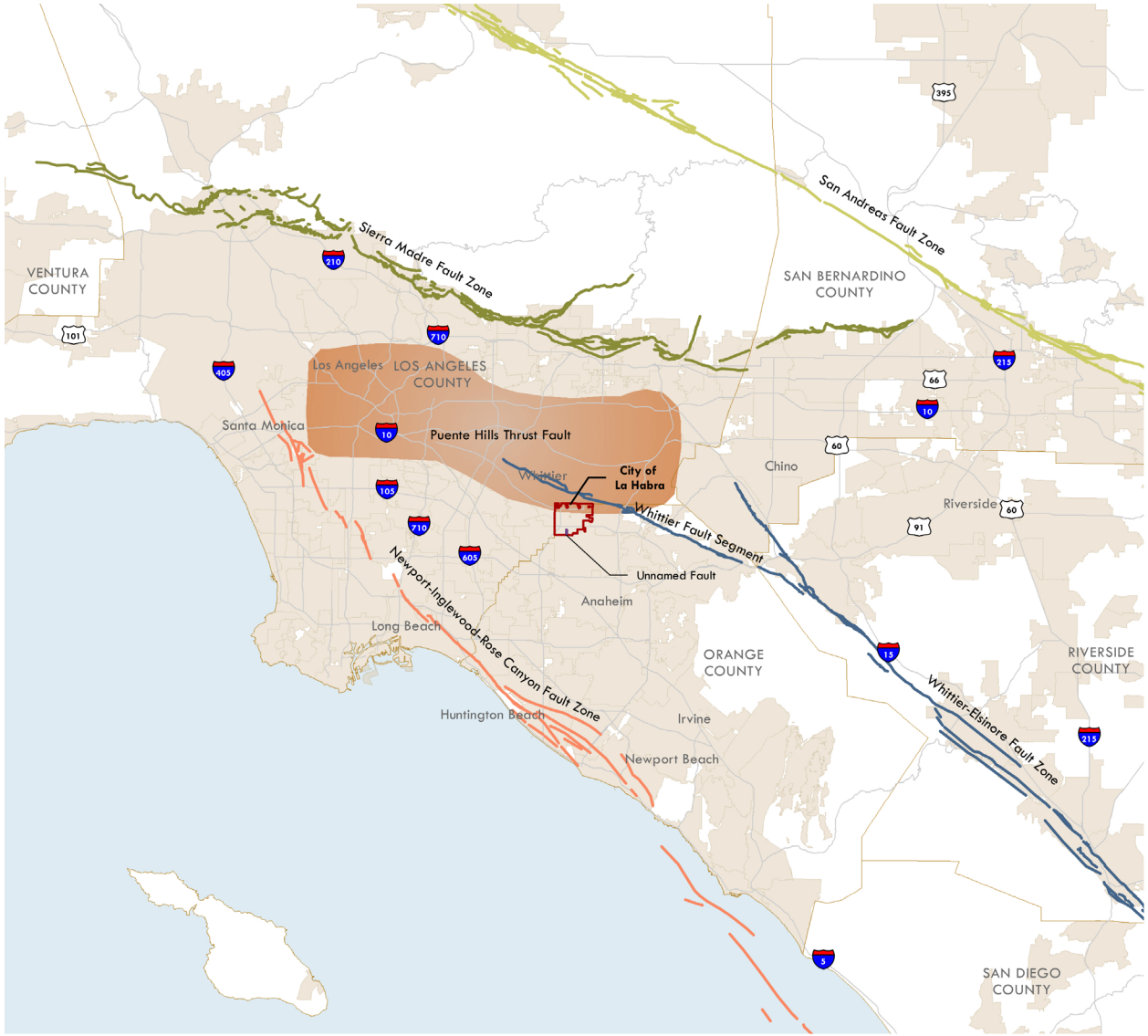
0 0.5
Scale (Miles)

Source: Atkins 2012

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GEOLOGY AND SOILS

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Fault Map



Legend

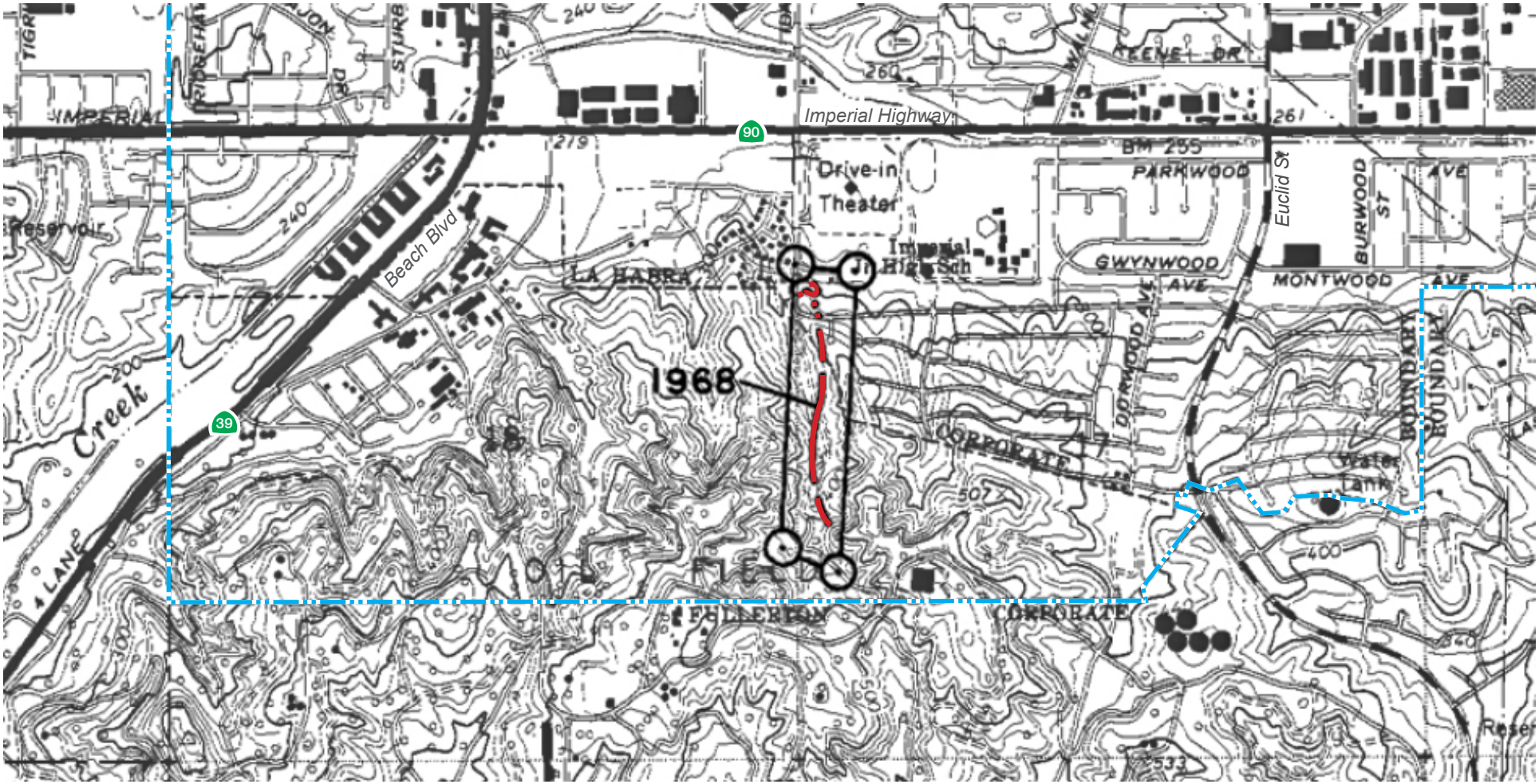
- Whittier-Elsinore Fault Zone
- Newport-Inglewood - Rose Canyon Fault Zone
- San Andreas Fault Zone
- Sierra Madre Fault Zone
- Unnamed Fault
- County Boundary
- Puente Hills Thrust Fault
- City Boundary

0 10
Scale (Miles)

Source: Atkins 2012

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Alquist-Priolo Map Detail



Source: CGS 1991

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Whittier-Elsinore Fault Zone

The active Whittier-Elsinore Fault Zone runs through the Puente Hills, just over two miles north of La Habra, and poses the most significant earthquake threat to the City. This fault zone has right-lateral strike-slip and an identified Whittier fault segment at the northern end with some reverse slip.

An M 6.9 on the northwest segment of this fault zone has been estimated to have a return period of 450 years. This earthquake would be expected to cause ground movement on the order of three to six feet and peak horizontal ground accelerations up to 1 g (gravity). This is significant because most structures built prior to 1997 were only designed to withstand peak ground accelerations up to 0.4 g. Thus, an M 6.9 earthquake would be expected to cause significant damage to the City of La Habra. Additionally, earthquakes with surface rupture on only the Whittier fault are estimated to have return intervals for an M 6.5 and M 7.5 of 100 and 1,200 years, respectively. An unpublished paleoseismic investigation suggests that the Whittier fault segment has not moved for 2,000 years, suggesting that this fault is overdue.

Puente Hills Thrust Fault

The Puente Hills Thrust Fault is a broad, rectangular area 25 miles long and 15 miles wide that intersects the counties of Los Angeles, Orange, and San Bernardino and northern La Habra (see Figure 5.4-2, *Fault Map*). The 1987 M 5.9 Whittier-Narrows earthquake led to the discovery of the Puente Hills Thrust Fault. This fault is a blind-thrust fault and has ruptured at least four times in the past 11,000 years with magnitudes ranging from M 7.2 to M 7.5. Scientists with the Southern California Earthquake Center (SCEC) and the United States Geological Survey (USGS) estimate that an M 7.0 earthquake along this fault would result in substantial damage to structures in the planning area.

Seismic Hazards

Surface Ruptures

Surface rupture or displacement occurs as a fault breaks the ground surface during an earthquake. Generally, this hazard is anticipated along preexisting faults. Surface rupture cannot be prevented, so faults are identified in order to avoid construction over the surface trace of potentially hazardous faults. Buildings typically collapse or suffer significant damage as a result of differential movement through a foundation.

The Whittier-Elsinore Fault Zone—approximately two miles north of the City—is the closest fault zone in the vicinity of La Habra. The California Geological Survey (CGS) has designated the Whittier fault segment of the Whittier-Elsinore Fault Zone as an Earthquake Fault Zone, thereby prohibiting structures on fault traces per the Alquist-Priolo Special Studies Act of 1972.

In addition to the unnamed fault located south of Imperial Highway and east of Idaho Street within the Coyote Hills, there are other potentially active faults and/or fault traces within the planning area (see above). As a result, a program in the La Habra General Plan 2020 directs development projects to identify the precise fault locations and surface rupture potentials by geological and geophysical studies prior to development approvals to ensure the safety of residents, as required by the Alquist-Priolo Act.

Ground Shaking

The amount of ground motion expected at a building site varies from depending on the distance to the fault, the magnitude of the earthquake, and the local geology. Greater movement can be expected on poorly consolidated material, such as alluvium; near the epicenter of the earthquake; or from an earthquake of great magnitude. Strong ground shaking can damage large freeway overpasses and unreinforced masonry buildings. It can also trigger a variety of secondary hazards, such as liquefaction, landslides, fire, seiches, and dam failure.

The amount of energy released during an earthquake is usually expressed as a magnitude and is measured directly from the earthquake as recorded on seismographs. Seismologists have developed several magnitude scales, the most current being the Moment Magnitude (M) scale– a logarithmic scale used to measure the total amount of energy released by an earthquake. Moment magnitude is related to the size of the ruptured portion of a fault plane and the movement or displacement across that plane.

How earthquakes are felt by people and their effects on buildings are typically measured using the Modified Mercalli Intensity (MMI) scale, with values ranging from I to XII. Where Intensity I earthquakes are generally not felt by people; in Intensity XII earthquakes, damage is total and objects are thrown into the air.

Although an earthquake has only one Moment Magnitude, it typically has a variety of intensities, which tend to decrease with distance from the earthquake epicenter, although not uniformly.

The probable maximum intensity of ground shaking in the La Habra planning area is considered to be M 6.2, or VIII on the MMI scale, from a potential event originated from the San Andreas Fault Zone, Whittier-Elsinore Fault Zone, or Puente Hills Thrust Fault. The effects of this intensity are anticipated to cause moderate to heavy damage depending on the construction of the structure.

Ground motions are expressed as a fraction of the acceleration due to gravity. The peak ground acceleration (PGA) values depend on local site soil conditions. Each ground motion value is expressed for three different site conditions—firm rock, soft rock, and alluvium. A probabilistic seismic hazard map for groundshaking that could occur within La Habra is illustrated on Figure 5.4-3, *Groundshaking*, and reflects 40 to 50 percent g for the entire planning area. PGA values range from 0.418 g for firm rock to 0.452 g for alluvium.

Liquefaction and Related Ground Failure

Liquefaction is a process whereby strong ground shaking causes sediment layers that are saturated with groundwater to lose strength and behave as a fluid. Liquefaction generally occurs in cohesionless soils at depths shallower than 40 feet below the ground surface. This subsurface process can lead to near-surface or surface ground failure that can result in property damage and structural failure. If surface ground failure does occur, it is usually expressed as lateral spreading, flow failures, ground oscillation, and/or general loss of bearing strength. Sand boils (injections of fluidized sediment) can commonly accompany these different types of failure.

La Habra is in a high seismic risk zone, and portions of the City have a high potential for liquefaction. Figure 5.4-4, *Liquefaction and Landslide Hazard Zones,* shows areas within the La Habra planning area where historic

occurrences of liquefaction or local geological and/or groundwater conditions indicate liquefaction potential. Zones where required investigation for liquefaction is required prior to development, are in the southern portion of the planning area along South Beach Boulevard and West Imperial Highway within the hillside areas of the Coyote Hills.

Hazardous Buildings (Unreinforced Masonry)

The principal threat in an earthquake is not ground shaking, fault rupture or liquefaction, but the damage that the earthquake causes to buildings that house people or an essential function. Continuing advances in engineering design and building code standards over the past decade have greatly reduced the potential for collapse in an earthquake of most of our new buildings. However, many buildings were built before some of the earthquake design standards were incorporated into the building code. Several specific building types are a particular concern in this regard, as listed below.

- ***Unreinforced Masonry Buildings:*** In the late 1800s and early 1900s, unreinforced masonry was the most common type of construction for larger downtown commercial structures and for multistory apartment and hotel buildings. These were recognized as a collapse hazard following the San Francisco earthquake of 1906, the Santa Barbara earthquake of 1925, and again the aftermath of the Long Beach earthquake of 1933. These buildings are still recognized as the most hazardous buildings in an earthquake.

In 1986, California enacted the Unreinforced Masonry Building Law that required local governments in Seismic Zone 4—like the City of La Habra—with URM buildings to establish a URM loss reduction mitigation program including (a) inventorying pre-1943 unreinforced masonry buildings, and (b) developing mitigation programs to correct the structural hazards. The City identified no historic and 15 nonhistoric URMs in La Habra. A mitigation program was established. Seven complied with the mitigation program to retrofit, and the remaining eight URMs were demolished.

- **Precast Concrete Tilt-up Buildings:** This building type was introduced following World War II and gained popularity in light industrial buildings during the late 1950s and 1960s. Extensive damage to concrete tilt-up buildings in the 1971 San Fernando earthquake revealed the need for better anchoring of walls to the roof, floor, and foundation elements of the building and for stronger roof diaphragms.[4] Typical damage to these buildings results from the concrete wall panels falling outward and the roof collapsing, creating a direct hazard.

- **Soft-Story Buildings:** Soft-story buildings are those in which at least one story, commonly the ground floor, has significantly less rigidity and/or strength than the rest of the structure. This can form a weak link in the structure unless special design features are incorporated to give the building adequate structural integrity. Typical examples of soft-story construction are buildings with glass curtain walls on the first floor only or buildings placed on stilts or columns, leaving the first story open for landscaping,

[4] A roof diaphragm is a structural roof deck that is capable of resisting shear that is produced by lateral forces, such as wind or seismic loads.

street-friendly building entry, parking, or other purposes. In the early 1950s to early 1970s, soft-story buildings were a popular construction style for low- and mid-rise concrete frame structures.

- **Nonductile Concrete Frame Buildings:** Nonductile concrete frame buildings have stiff reinforced concrete frames that do not bend when shaken or twisted, which increases the likelihood of structural failure during an earthquake. This type of construction was common in the very early days of reinforced concrete buildings, and they continued to be built until the codes were changed to require improved building performance in earthquakes in 1973.

  There were large numbers of these buildings built for commercial and light industrial use in California's older, densely populated cities. Although many of these buildings have four to eight stories, there are many in the lower height range. This category also includes one-story parking garages with heavy concrete roof systems supported by nonductile concrete columns.

Geologic Hazards

Subsidence

Subsidence is the sinking of a relatively large area of ground. It is a greater hazard in areas where subsurface geology includes compressible layers of unconsolidated materials. In California, subsidence usually results from subsurface withdrawal of groundwater, oil, or gas. Damage includes gradient changes in roads, streams, canals, drains, sewers, and dikes.

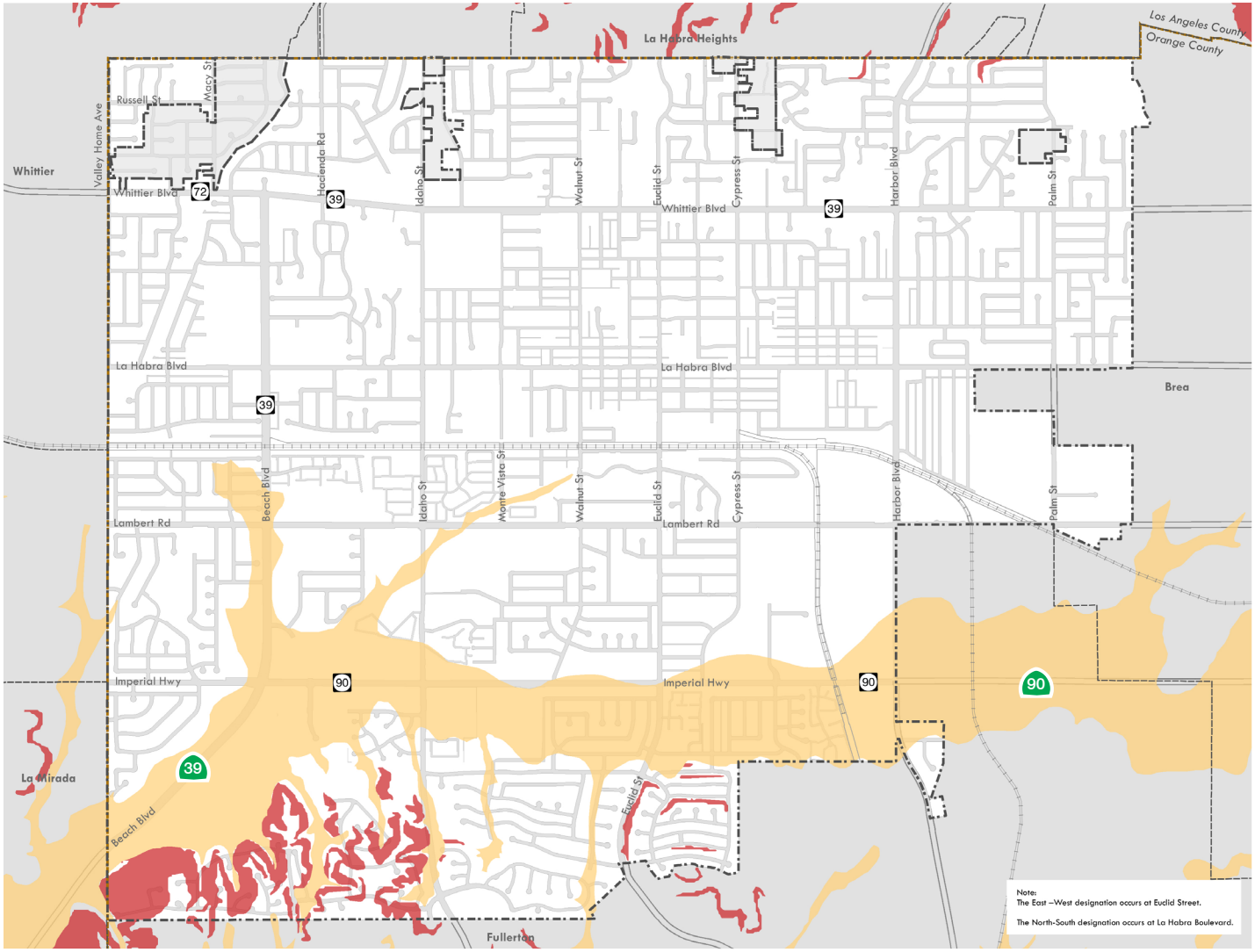
Historically, no significant effects of subsidence on the La Habra planning area are known, although there is potential subsidence hazard within and adjoining the southwest portion of the City within the western section of the Coyote Hills due to oil withdrawal from as early as 1912 to the 1970s.

Loading Settlement

Overall, settlement of structures due to soil consolidation and expansive soils appears to pose no significant development constraint, with the exception of the potential settlement area associated with a former landfill, now known as Vista Grande Park, at the southeast corner of Lambert Road and Idaho Street in the west-central part of the City.

To mitigate potential hazards associated with loading settlement, site-specific geotechnical investigations and adequate site design are required for all future development to identify areas prone to settlement.

Liquefaction and Landslide Hazard Zones



Legend

- Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.
- Earthquake-Induced Landslides Area where previous occurrence of landslide movement, or local topographic, geological, geo-technical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.
- County Boundary
- La Habra City Limits
- Railroad

0 0.5
Scale (Miles)

Source: Atkins 2012

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5.4.1.2 REGULATORY SETTING

International Building Code

The International Building Code (IBC) forms the basis of the vast majority of state building codes in the United States, including California's, and has been adopted by the California Building Standards Commission together with additions, amendments, and repeals to address the specific building conditions and structural requirements in California. The IBC defines different regions of the United States ranked by seismic hazard potential. There are six seismic design categories defined in the IBC, based upon the occupancy category of each building and the mapped spectral acceleration parameters. Structures in La Habra fall into seismic design categories D-I through D-III, based upon their specific occupancy category and site.

Federal

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 (DMA 2000) (P.L. 106-390) provides an opportunity for states, tribes and local governments to take a new and revitalized approach to mitigation planning. DMA 2000 amended the Robert T. Stafford Disaster Relief and Emergency Assistance Act by repealing the previous mitigation planning provisions (Section 409) and replacing them with a new set of mitigation plan requirements (Section 322). This new section emphasizes the need for state, tribal, and local entities to closely coordinate mitigation planning and implementation efforts.

The requirement for a state mitigation plan is continued as a condition of disaster assistance, adding incentives for increased coordination and integration of mitigation activities at the state level through the establishment of requirements for two different levels of state plans: "standard" and "enhanced." States that demonstrate an increased commitment to comprehensive mitigation planning and implementation through the development of an approved Enhanced State Plan can increase the amount of funding available through the Hazard Mitigation Grant Program (HMGP). DMA 2000 also established a new requirement for local mitigation plans and authorized up to 7 percent of HMGP funds available to a state to be used for development of state, tribal, and local mitigation plans.

State

Alquist-Priolo Special Studies Zone

The Alquist-Priolo Earthquake Fault Zoning Act, administered by CGS, was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The main purpose of the act is to prevent the construction of buildings used for human occupancy on the surface trace of state-designated active faults. The law requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones or Special Studies Zone) around the surface traces of active faults and to issue maps of such zones. Local agencies must regulate most development projects within the zones. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault, but must be set back from the fault (generally 50 feet).

California Building Code

The State regulations protecting human-occupied structures from geoseismic hazards are in California Code of Regulations, Title 24, Parts 2 and 2.5 California Building Code (CBC) and California Residential Code (CRC). The 2010 CBC and CRC, effective January 1, 2011, are based on the (2009) IBC and contains prominent enhancement of the sections dealing with fire safety (e.g., fire sprinklers are now required in all new residential construction) and environmentally friendly construction (e.g., California has adopted the nation's first state green building code, known as CALGreen). Seismic-resistant construction design is required to meet more stringent technical standards than those set by previous versions of the CBC.

Beginning January 1, 2014, cities and counties are required to enforce the regulations of the 2013 CBC and CRC. Additionally, each jurisdiction may adopt modifications to the 2013 CBC. City and county codes can be more stringent than the 2013 CBC, but not less stringent.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act governs the exercise of city, county, and state agency responsibilities to identify and map seismic hazard zones and to mitigate seismic hazards to protect public health and safety in accordance with the provisions of Public Resources Code Sections 2690 et seq. The intent of this act is to protect the public from the effects of strong ground shaking, liquefaction, landslides, ground failure, or other hazards caused by earthquakes. In addition, the California Geological Survey's Special Publications 117, "Guidelines for Evaluating and Mitigating Seismic Hazards in California," provides guidance for the evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigations, including seismic hazard zones within the La Habra planning area.

Local

City of La Habra Building Code

Title 15 (Buildings and Construction), Chapter 15.04 (Building Code), of the La Habra Municipal Code adopts the 2010 CBC (as of this writing), with amendments, thereby making the 2010 CBC the building code for regulating the erection, construction, enlargement, alteration, repair, moving, removal, demolition, conversion, occupancy, equipment, use, height, area, and maintenance of all buildings and/or structures in the City of La Habra.

City of La Habra Hazard Mitigation Plan

The City of La Habra (and other local agencies) are required to adopt a state-approved Multi-Hazard Mitigation Plan per the Disaster Mitigation Act of 2000 (DMA 2000, Public 106-390-Oct.30, 2000). The La Habra Hazard Mitigation Plan (HMP) (October 2007) provides a strategic planning tool for the reduction of or prevention of injury and damage from hazards identified within the City. The City's Hazard Mitigation Goals and Objectives identify a range of specific strategic potential actions to achieve the respective goals and/or objectives. The primary goal related to geologic and seismic hazards in the La Habra HMP is to reduce deaths, injuries, structural damage and losses, and vulnerability from earthquakes and other geologic hazards through the objective of building retrofits.

City of La Habra Hazard Emergency Response Plan

The City's Emergency Response Plan (ERP) (August 2005) determines the actions to be taken by the City to prevent disasters where possible, reduce the vulnerability of residents to any disasters that cannot be prevented, establish capabilities for protecting citizens from the effects of disasters, respond effectively to the actual occurrence of disasters, and provide for recovery in the aftermath of any emergency involving extensive damage or other debilitating influence on the normal pattern of life within the community. The response procedures and organization strategies provided in the ERP are a step-by-step guide to response and operations during the aforementioned events. The City of La Habra planning area is exposed to natural hazards (e.g., earthquakes, flooding, fires, acts of terrorism), all of which have the potential to disrupt the community, cause damage, and result in casualties.

5.4.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

G-1 Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. (Refer to Division of Mines and Geology Special Publication 42.)
- ii) Strong seismic ground shaking.
- iii) Seismic-related ground failure, including liquefaction.
- iv) Landslides.

G-2 Result in substantial soil erosion or the loss of topsoil.

G-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

G-4 Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial risks to life or property.

G-5 Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant and will not be addressed in the following analysis:

- Thresholds G-1.iv, G-2, G-4, and G-5.

5.4.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Buildout of the proposed General Plan Update could result in the net increase of 5,229 residential units and about 4.4 million square feet of nonresidential land uses. Because the City is nearly completely built out, the great majority of these net increases would occur through recycling of existing land uses and not development of vacant land.

Impact 5.5-1: General Plan Update implementation would not subject residents, workers, or visitors to substantial hazards from surface rupture of a known active fault. [Threshold G-1.i]

Impact Analysis: There is an unnamed fault on the Alquist-Priolo Map within La Habra. It is approximately 0.5 mile long extending north–south, south of Imperial Highway and east of Idaho Street. The specified fault is within a designated Alquist-Priolo Earthquake Fault Zone; any development project within the fault zone would be required to have a geotechnical investigation conducted to ensure that structures for human occupancy were not built within the designated setback from the fault, which is typically a minimum of 50 feet, in accordance with General Plan policy NH 1.2. In addition, the fault is mostly within Vista del Valle Park, which is designated as a park in the General Plan Update Land Use Plan and is not proposed for development with other land uses. General Plan Update buildout would not subject residents, workers, or visitors to substantial hazards from surface rupture of an active fault.

Impact 5.4-2: Implementation of the proposed General Plan Update could expose residents, workers, and visitors to hazards from strong ground shaking. [Threshold G-1.ii]

Impact Analysis: La Habra is in a seismically active region, and strong ground shaking can be expected to occur in the lifetime of structures that would be developed or redeveloped pursuant to the proposed General Plan Update. The PGA anticipated in La Habra ranges from 0.418 g for firm rock to 0.452 g for alluvium.

Each development project considered for approval by the City under the proposed General Plan Update would be required to comply with seismic safety provisions of the CBC and have a geotechnical investigation conducted for the affected project site. The geotechnical investigation would calculate seismic design parameters according to CBC requirements and would include foundation and structural design recommendations, as needed, to reduce hazards to people and structures from ground shaking.

Impact 5.4-3: Implementation of the General Plan Update could expose residents, workers, and visitors to hazards from liquefaction and other seismic-related ground failure. [Threshold G-1.iii]

Impact Analysis: Zones of required investigation for liquefaction are in the southern portion of the planning area along South Beach Boulevard and West Imperial Highway in the hillside areas of the Coyote Hills. Proposed land use categories in the zones of required investigation include residential, commercial, industrial, and park/open space. General Plan Update implementation would involve redevelopment and/or reuse of some areas within the zones of required investigation. Implementation of the General Plan Update

could thus expose residents, workers, and visitors to hazards from liquefaction and other seismic-related ground failure.

Each development project considered for approval by the City under the proposed General Plan Update would conduct a site-specific geotechnical investigation and would comply with state seismic safety standards in accordance with General Plan Update policies NH 1.1 and NH 1.2. Impacts would be less than significant.

Impact 5.4-4: Implementation of the General Plan Update could expose residents, workers, and visitors to hazards from ground subsidence or loading settlement. [Threshold G-3]

Impact Analysis:

Ground Subsidence

No significant effects of subsidence in the La Habra planning area are known, and subsidence due to overdraft of the groundwater basin is unlikely, since the basin is not currently considered overdrafted and is managed to avoid overdraft. General Plan Update implementation would not cause substantial hazards from ground subsidence.

Loading Settlement

Site-specific geotechnical investigations and adequate site design are required for all future development and are necessary to identify areas prone to settlement. Each development project considered for approval by the City under the proposed General Plan Update would comply with City policies aimed at minimizing hazards from loading settlement and with recommendations of the respective projects' geotechnical investigations. Impacts would be less than significant.

5.4.4 Relevant General Plan Policies

Community Safety

Natural Hazards

NH 1.1 **Safety Standards.** Enforce state and local seismic and geologic safety laws, standards, and guidelines, including the California Building Code, for site design and construction of new and renovated structures.

NH 1.2 **Geotechnical Investigations**. Require geotechnical investigations prior to approval of development in areas where the potential for geologic or seismic hazards exists addressing, as appropriate, groundshaking, landslides, liquefaction, expansive soils, subsidence, and erosion and incorporate recommended mitigation measures to reduce or avoid the identified hazards.

NH 1.3 **Existing Essential Public Facilities.** Explore opportunities to upgrade and/or retrofit of existing essential public facilities (e.g., fire stations, police stations, etc.) and other important public facilities that do not meet current building and safety code standards as resources are available.

NH 1.4 **Reduce and Control Erosion.** Require that development projects involving grading in hillside areas reduce and control erosion potential by utilizing rapid developing planting techniques, slope terracing, replacement with cohesive soils not subject to erosion, and/or the construction of slope drainage improvements.

NH 1.5 **Education and Coordination.** Educate the public about potential geologic and seismic hazards in the community.

NH 1.6 **Multi-Agency Seismic and Geologic Information.** Establish cooperative partnerships with federal, state, and local agencies to promote sharing of educational information regarding seismic and geologic hazards and safety.

5.4.5 Existing Regulations

Federal

- United States Code Title 42, Section 5121: Disaster Mitigation Act of 2000

State

- California Public Resources Code Sections 2621 et seq.:Alquist-Priolo Earthquake Fault Zoning Act
- California Public Resources Code Section 2695: Seismic Hazard Mapping Act
- California Code of Regulations Title 24, Part 2: 2010 California Building Code
- California Government Code Section 8875: Unreinforced Masonry Building Law

City of La Habra

- Municipal Code, Title 15, Chapter 15.04 (Building Code)
- Hazard Mitigation Plan (2007)
- Emergency Response Plan (2005)

International Code Council

- 2012 International Building Code

5.4.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.4-1, 5.4-2, 5.4-3, and 5.4-4.

5.4.7 Mitigation Measures

No mitigation is required.

5.4.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.4.9 References

Atkins. 2012, May. Technical Background Report for the City of La Habra General Plan Update.

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5.5 GREENHOUSE GAS EMISSIONS

This section of the Environmental Impact Report (EIR) evaluates the potential for the land use changes in the City of La Habra associated with the General Plan Update to cumulatively contribute to greenhouse gas (GHG) emissions impacts. Because no single project is large enough to result in a measurable increase in global concentrations of GHG emissions, climate change impacts of a project are considered on a cumulative basis.

The analysis in this section is also based upon analysis in the following report produced as part of the General Plan Update:

- *Climate Action Plan for the City of La Habra General Plan Update*, Atkins, August 2013

5.5.1 Environmental Setting

Greenhouse Gases and Climate Change

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHG, to the atmosphere. Climate change is the variation of Earth's climate over time, whether due to natural variability or as a result of human activities. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHG—water vapor,[1] carbon (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed in the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001). Table 5.5-1, *GHG and Their Relative Global Warming Potential Compared to CO_2*, lists the GHG applicable to the proposed project and their relative global warming potentials (GWP) compared to CO_2. The major GHG are briefly described.

- **Carbon dioxide (CO2)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.

- **Methane (CH_4)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in municipal landfills and water treatment facilities.

- **Nitrous oxide (N2O)** is emitted during agricultural and industrial activities as well as during combustion of fossil fuels and solid waste.

[1] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant.

Table 5.5-1 GHG and Their Relative Global Warming Potential Compared to CO_2

GHG	Atmospheric Lifetime (years)	Global Warming Potential Relative to CO_2[1]
Carbon Dioxide (CO_2)	50 to 200	1
Methane (CH_4)[2]	12 (±3)	21
Nitrous Oxide (N_2O)	120	310
Hydrofluorocarbons:		
HFC-23	264	11,700
HFC-32	5.6	650
HFC-125	32.6	2,800
HFC-134a	14.6	1,300
HFC-143a	48.3	3,800
HFC-152a	1.5	140
HFC-227ea	36.5	2,900
HFC-236fa	209	6,300
HFC-4310mee	17.1	1,300
Perfluoromethane: CF_4	50,000	6,500
Perfluoroethane: C_2F_6	10,000	9,200
Perfluorobutane: C_4F_{10}	2,600	7,000
Perfluoro-2-methylpentane: C_6F_{14}	3,200	7,400
Sulfur Hexafluoride (SF_6)	3,200	23,900

Source: USEPA 2008, IPCC 2001.
[1] Based on 100-Year Time Horizon of the Global Warming Potential (GWP) of the air pollutant relative to CO_2.
[2] The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO_2 is not included.

- **Fluorinated gases** are synthetic, strong GHGs that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are typically emitted in small quantities, but because they are potent GHGs, they are sometimes referred to as high GWP gases.

- **Chlorofluorocarbons (CFCs)** are GHGs covered under the 1987 Montreal Protocol and used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants. Since they are not destroyed in the lower atmosphere (troposphere, stratosphere), CFCs drift into the upper atmosphere where, given suitable conditions, they break down ozone. These gases are therefore being replaced by other GHG compounds covered under the Kyoto Protocol.

- **Perfluorocarbons (PFCs)** are a group of human-made chemicals composed of carbon and fluorine only. These chemicals (predominantly perfluoromethane [CF_4] and perfluoroethane [C_2F_6]) were introduced as alternatives, along with HFCs, to ozone-depleting substances. In addition, PFCs are emitted as by-products of industrial processes and are also used in manufacturing. PFCs do not harm the stratospheric ozone layer, but they have a high global warming potential.

- **Sulfur Hexafluoride (SF_6)** is a colorless gas soluble in alcohol and ether, slightly soluble in water. SF_6 is a strong GHG used primarily in electrical transmission and distribution systems as an insulator.

- **Hydrochlorofluorocarbons (HCFCs)** contain hydrogen, fluorine, chlorine, and carbon atoms. Although ozone-depleting substances, they are less potent at destroying stratospheric ozone than CFCs. They have been introduced as temporary replacements for CFCs and are also GHGs.

- **Hydrofluorocarbons (HFCs)** contain only hydrogen, fluorine, and carbon atoms. They were introduced as alternatives to ozone-depleting substances to serve many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are also used in manufacturing. They do not significantly deplete the stratospheric ozone layer, but they are strong GHGs (USEPA 2012).

California's GHG Sources and Relative Contribution

California is the second largest emitter of GHG in the United States, only surpassed by Texas, and the tenth largest GHG emitter in the world. However, California also has over 12 million more people than the state of Texas. Because of more stringent air emission regulations, in 2001 California ranked fourth lowest in carbon emissions per capita and fifth lowest among states in CO_2 emissions from fossil fuel consumption per unit of Gross State Product (total economic output of goods and services) (CEC 2006).

CARB's latest update to the statewide GHG emissions inventory was conducted in 2012 for year 2009 emissions.[2] In 2009, California produced 457 million metric tons (MMT) of CO_2-equivalent (CO_2e) emissions.[3] California's transportation sector is the single largest generator of GHG emissions, producing 37.9 percent of the state's total emissions. Electricity consumption is the second largest source, comprising 22.7 percent. Industrial activities are California's third largest source of GHG emissions, comprising 17.8 percent of the state's total emissions. Other major sources of GHG emissions include commercial and residential, recycling and waste, agriculture, and forestry (CARB 2012).

Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHG in the atmosphere remained relatively constant. During the 20th century, however, scientists observed a rapid change in the climate and climate change pollutants that are attributable to human activities. The amount of CO_2 has increased by more than 35 percent since preindustrial times and has increased at an average rate of 1.4 parts per million (ppm) per year since 1960, mainly due to combustion of fossil fuels and deforestation (IPCC 2007). These recent changes in climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is warming at a rate that cannot be explained by natural causes alone. Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants (CAT 2006).

[2] Methodology for determining the statewide GHG inventory is not the same as the methodology used to determine statewide GHG emissions under Assembly Bill 32 (AB 32).
[3] CO_2-equivalence is used to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. The global warming potential of a GHG is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

Climate change scenarios are affected by varying degrees of uncertainty. IPCC's 2007 Fourth Assessment Report projects that the global mean temperature increase from 1990 to 2100, under different climate-change scenarios, will range from 1.4 to 5.8°C (2.5 to 10.4°F). In the past, gradual changes in the earth's temperature changed the distribution of species, availability of water, etc. However, human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic timeframe but within a human lifetime (CAT 2006).

Potential Climate Change Impacts for California

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are also hard to predict. In California and western North America, observations of the climate have shown: 1) a trend toward warmer winter and spring temperatures, 2) a smaller fraction of precipitation falling as snow, 3) a decrease in the amount of spring snow accumulation in the lower and middle elevation mountain zones, 4) an advance snowmelt of 5 to 30 days earlier in spring, and 5) a similar shift (5 to 30 days earlier) in the timing of spring flower blooms (CAT 2006). According to the California Climate Action Team, even if actions could be taken to immediately curtail climate change emissions, the potency of emissions that have already built up, their long atmospheric lifetimes (see Table 5.5-2, *Summary of Global Climate Change Risks to California*), and the inertia of the Earth's climate system could produce as much as 0.6°C (1.1°F) of additional warming. Consequently, some impacts from climate change are now considered unavoidable. Global climate change risks are shown in Table 5.5-2 and include impacts to public health, water resources, agriculture, sea level, forest and biological resources, and electricity impacts. Specific climate change impacts that could affect the project include health impacts from a reduction in air quality, water resources impacts from a reduction in water supply, and increased energy demand.

Table 5.5-2 Summary of Global Climate Change Risks to California

Impact Category	Potential Risk
Public Health Impacts	• Poor air quality made worse • More severe heat
Water Resources Impacts	• Decreasing Sierra Nevada snow pack • Challenges in securing adequate water supply • Potential reduction in hydropower • Loss of winter recreation
Agricultural Impacts	• Increasing temperature • Increasing threats from pests and pathogens • Expanded ranges of agricultural weeds • Declining productivity • Irregular blooms and harvests
Coastal Sea Level Impacts	• Accelerated sea level rise • Increasing coastal floods • Shrinking beaches • Worsened impacts on infrastructure
Forest and Biological Resource Impacts	• Increasing risk and severity of wildfires • Lengthening of the wildfire season • Movement of forest areas • Conversion of forest to grassland • Increasing threats from pest and pathogens • Declining forest productivity • Shifting vegetation and species distribution • Altered timing of migration and mating habits • Loss of sensitive or slow-moving species
Electricity	• Potential reduction in hydropower • Increased energy demand

Sources: CEC 2006; CEC 2008.

Regulatory Setting

Federal Laws and Regulations

The United States Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emission from on-road vehicles contribute to that threat. The EPA's final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings do not in and of themselves impose any emission reduction requirements, but allow the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (EPA 2009).

The EPA's endangerment finding covers emissions of six key GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and SF_6—which have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world (the first three are applicable to the proposed project).

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 metric tons (MT) or more per year are required to submit an annual report.

State Regulations

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order S-03-05, Assembly Bill 32, and Senate Bill 375.

Executive Order S-03-05

Executive Order S-3-05, signed June 1, 2005, set the following GHG reduction targets for the state:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

Assembly Bill 32, the Global Warming Solutions Act (2006)

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Assembly Bill 32 (AB 32), the Global Warming Solutions Act. AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in Executive Order S-3-05.

AB 32 directed the California Air Resources Board (CARB) to adopt discrete early action measures to reduce GHG emissions and outline additional reduction measures to meet the 2020 target. Based on the GHG emissions inventory conducted for the Scoping Plan by CARB, GHG emissions in California by 2020 are anticipated to be approximately 596 $MMTCO_2e$. In December 2007, CARB approved a 2020 emissions limit of 427 $MMTCO_2e$ (471 million tons) for the state. The 2020 target requires a total emissions reduction of 169 $MMTCO_2e$, 28.5 percent from the projected emissions of the business-as-usual (BAU) scenario for the year 2020 (i.e., 28.5 percent of 596 $MMTCO_2e$) (CARB 2008).[4]

In order to effectively implement the emissions cap, AB 32 directed CARB to establish a mandatory reporting system to track and monitor GHG emissions levels for large stationary sources that generate more than 25,000 MT of CO_2e per year, prepare a plan demonstrating how the 2020 deadline can be met, and develop appropriate regulations and programs to implement the plan by 2012. The Climate Action Registry Reporting Online Tool was established through the Climate Action Registry to track GHG emissions.

[4] CARB defines BAU in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

CARB 2008 Scoping Plan

The final Scoping Plan was adopted by CARB on December 11, 2008. Key elements of CARB's GHG reduction plan that may be applicable to the proposed project include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards (adopted and cycle updates in progress).
- Achieving a mix of 33 percent for energy generation from renewable sources (anticipated by 2020).
- A California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system for large stationary sources (adopted 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets (several Sustainable Communities Strategies have been adopted).
- Adopting and implementing measures pursuant to state laws and policies, including California's clean car standards (amendments to the Pavley Standards adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (LCFS)(adopted 2009).[5]
- Creating target fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the state's long-term commitment to AB 32 implementation (in progress).

Table 5.5-3, *Scoping Plan GHG Reduction Measures and Reductions toward 2020 Target,* shows the proposed reductions from regulations and programs outlined in the Scoping Plan. Although local government operations were not accounted for in achieving the 2020 emissions reduction, CARB estimates that land use changes implemented by local governments that integrate jobs, housing, and services result in a reduction of 5 $MMTCO_2e$, which is approximately 3 percent of the 2020 GHG emissions reduction goal. In recognition of the critical role local governments play in successful implementation of AB 32, in 2008 CARB recommended GHG reduction goals of 15 percent of today's levels by 2020 to ensure that municipal and community-wide emissions match the state's reduction target.[6] Pursuant to the Scoping Plan Appendix C, "The Role of Local Government," and Table C, local governments are encouraged to take a number of potential actions to reduce local GHG emissions, which

[5] On December 29, 2011, the U.S. District Court for the Eastern District of California issued several rulings in the federal lawsuits challenging the LCFS. One of the court's rulings preliminarily enjoins the CARB from enforcing the regulation during the pendency of the litigation. In January 2012, CARB appealed the decision and on April 23, 2012, the Ninth Circuit Court granted CARB's motion for a stay of the injunction while it continued to consider CARB's appeal of the lower court's decision. On July 15, 2013, the State of California Court of Appeal, Fifth Appellate District issued its opinion in *POET, LLC v. California Air Resources Board* (July 15, 2013) 217 Cal.App.4th 1214, --- Cal.Rptr.3d ----, 2013 WL 3821605 (Cal.App. 5 Dist.), 2013 Daily Journal D.A.R. 9223. The court held that the LCFS would remain in effect and that CARB can continue to implement and enforce the 2013 regulatory standards while it corrects certain aspects of the procedures by which the LCFS was originally adopted.

[6] Though the Scoping Plan references a goal for local governments to reduce community GHG emissions by 15 percent from current (interpreted as 2008) levels by 2020, it does not rely on local GHG reduction targets established by local governments to meet the state's GHG reduction target of AB 32. Table 5.5-3 lists the recommended reduction measures, which do not include additional reductions from local measures.

include shifts in land use patterns to emphasize compact, low-impact growth over development in green fields, resulting in fewer vehicle miles travelled (VMT) (CARB 2008).

Table 5.5-3 Scoping Plan GHG Reduction Measures and Reductions toward 2020 Target

Recommended Reduction Measures	Reductions Counted toward 2020 Target of 169 MMT CO_2e	Percentage of Statewide 2020 Target
Cap and Trade Program and Associated Measures		
California Light-Duty Vehicle GHG Standards	31.7	19%
Energy Efficiency	26.3	16%
Renewable Portfolio Standard (33 percent by 2020)	21.3	13%
Low Carbon Fuel Standard	15	9%
Regional Transportation-Related GHG Targets[1]	5	3%
Vehicle Efficiency Measures	4.5	3%
Goods Movement	3.7	2%
Million Solar Roofs	2.1	1%
Medium/Heavy Duty Vehicles	1.4	1%
High Speed Rail	1.0	1%
Industrial Measures	0.3	0%
Additional Reduction Necessary to Achieve Cap	34.4	20%
Total Cap and Trade Program Reductions	146.7	87%
Uncapped Sources/Sectors Measures		
High Global Warming Potential Gas Measures	20.2	12%
Sustainable Forests	5	3%
Industrial Measures (for sources not covered under cap and trade program)	1.1	1%
Recycling and Waste (landfill methane capture)	1	1%
Total Uncapped Sources/Sectors Reductions	27.3	16%
Total Reductions Counted toward 2020 Target	174	100%
Other Recommended Measures – Not Counted toward 2020 Target		
State Government Operations	1.0 to 2.0	1%
Local Government Operations[2]	To Be Determined	NA
Green Buildings	26	15%
Recycling and Waste	9	5%
Water Sector Measures	4.8	3%
Methane Capture at Large Dairies	1	1%
Total Other Recommended Measures – Not Counted toward 2020 Target	42.8	NA

Source: CARB 2008.
Notes: The percentages in the right-hand column add up to more than 100 percent because the emissions reduction goal is 169 $MMTCO_2e$ and the Scoping Plan identifies 174 $MTCO_2e$ of emissions reductions strategies.
$MMTCO_{2e}$: million metric tons of CO_2e
[1] Reductions represent an estimate of what may be achieved from local land use changes. It is not the SB 375 regional target.
[2] According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2 percent through land use planning, resulting in a potential GHG reduction of 2 million metric tons of CO_{2e} (or approximately 1.2 percent of the GHG reduction target). However, these reductions were not included in the Scoping Plan reductions to achieve the 2020 target.

Since the Scoping Plan was adopted, CARB implemented and continues to implement of the reduction measures. The legislature has also passed legislation implementing the reduction measures. For example, the cap-and-trade regulations became effective January 2, 2012, and the compliance obligation for GHG emissions began on January 1, 2013. The legislature also passed Senate Bill X1-2 (SBX1-2) in 2011, increasing the amount of electricity generated from eligible renewable energy resources to at least 33 percent per year by December 31, 2020.

Senate Bill 375

In 2008, SB 375 was adopted and was intended to represent the implementation mechanism necessary to achieve the GHG emissions reductions targets established in the Scoping Plan for the transportation sector as it relates to local land use decisions that affect travel behavior. Implementation is intended to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations with local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 requires CARB to establish GHG emissions reduction targets for each of the 17 regions in California managed by a metropolitan planning organization (MPO). Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target.

Southern California Association of Governments (SCAG) is the MPO for the southern California region, which includes the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. SCAG's targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035. The 2020 targets are smaller than the 2035 targets because a significant portion of the built environment in 2020 has been defined by decisions that have already been made. In general, the 2020 scenarios reflect that more time is needed for large land use and transportation infrastructure changes. Most of the reductions in the interim are anticipated to come from improving the efficiency of the region's existing transportation network. The proposed targets would result in 3 $MMTCO_2e$ of reductions by 2020 and 15 $MMTCO_2e$ of reductions by 2035. Based on these reductions, the passenger vehicle target in CARB's Scoping Plan (for AB 32) would be met (CARB 2010).

SB 375 requires the MPOs to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plan. For the SCAG region, the 2012 RTP/SCS was adopted in April 2012 (SCAG 2012). The SCS sets forth a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers.

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012,

the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model year 2017 through 2025 light-duty vehicles.

Executive Order S-01-07

On January 18, 2007, the state set a new Low Carbon Fuel Standard for transportation fuels sold within the state. Executive Order S-1-07 sets a declining standard for GHG emissions measured in $C0_2e$ gram per unit of fuel energy sold in California. The LCFS requires a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The LCFS applies to refiners, blenders, producers, and importers of transportation fuels and would use market-based mechanisms to allow these providers to choose how they reduce emissions during the fuel cycle using the most economically feasible methods.

Senate Bills 1078 and 107, and Executive Order S-14-08

A major component of California's Renewable Energy Program is the renewable portfolio standard (RPS) established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. Executive Order S-14-08 was signed in November 2008, which expands the state's renewable energy standard to 33 percent renewable power by 2020. In 2011, the state legislature adopted this higher standard in SBX1-2. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects, because electricity production from renewable sources is generally considered carbon neutral.

California Building Code

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission in June 1977 and updated triannually (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 31, 2012, the California Energy Commission adopted the 2013 Building and Energy Efficiency Standards, which go into effect on January 1, 2014. Buildings that are constructed in accordance with the 2013 Building and Energy Efficiency Standards are 25 percent (residential) to 30 percent (nonresidential) more energy efficient than the 2008 standards as a result of better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (CALGreen) was adopted as part of the California Building Standards Code (Part 11, Title 24, California Code of Regulations). CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011.

2006 Appliance Efficiency Regulations

The 2006 Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608) were adopted by the California Energy Commission on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non-federally regulated appliances.

Existing Setting

2010 Greenhouse Gas Emissions Inventory

The City of La Habra emitted approximately 284,089 $MTCO_2e$ in 2010. The emissions were calculated based on traffic modeling, data from utilities, and land use in the City. The largest portion of the City's 2010 emissions were from electricity and natural gas use in buildings (44 percent), followed by emissions from transportation (37 percent).

Table 5.5-4, *2010 City of La Habra Community-Wide GHG Emissions*, summarizes the City's 2010 emissions of CO_2e broken down by emissions category. A detailed breakdown of 2010 emissions by category is available in Appendix D of the La Habra Climate Action Plan (CAP) (see GHG Inventory Calculations in the CAP).

Table 5.5-4 2010 City of La Habra Community-Wide GHG Emissions

Category	Metric tons of CO_2e
Transportation	106,146
Energy	126,532
Area Sources	30,249
Water	5,312
Solid Waste	15,850
Total	284,089

Source: Atkins 2013.

5.5.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

5.5.3 Environmental Impacts

Methodology

The analysis below is based on the GHG emissions inventory included in the City's CAP for the City of La Habra General Plan Update prepared by Atkins (2013).

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.5-1:	Implementation of the City of La Habra Climate Action Plan would ensure that buildout of the proposed General Plan would not result in a substantial increase in greenhouse gas emissions. [Threshold GHG-1 and GHG-2]

Impact Analysis: Buildout of the City of La Habra would contribute to global climate change through direct and indirect GHG emissions.

Community-Wide GHG Emissions

2020: AB 32 Target Year

Community-wide GHG emissions for the City in 2020 are compared to existing conditions (CEQA baseline) and are included in Table 5.5-5, *2020 City of La Habra Community-Wide GHG Emissions*.[7] AB 32 set a target of achieving 1990 levels of GHG emissions by 2020. As identified in the 2008 Scoping Plan, in recognition of the importance of local governments in the successful implementation of AB 32, CARB recommends that local government identify a GHG reduction goal for municipal and community-wide emissions of a 15 percent reduction from current levels by 2020 to parallel the state's target. The City's 2010 GHG emissions are roughly proportional to the emissions in the City at the time the Scoping Plan was prepared, since the City experienced nominal growth between 2008 and 2010. Based on the 2010 GHG emissions inventory prepared by Atkins, the City would need to reduce GHG emissions to 241,476 $MTCO_2e$ by 2020 to be consistent with the goals of AB 32 and to ensure less than significant GHG emissions impacts.

To reduce GHG emissions and ensure consistency with the GHG reduction goals of AB 32, the City of La Habra has prepared a CAP. Table 5.5-5 identifies that with GHG reduction measures implemented as part of the City's CAP, the GHG emissions at year 2020 would be reduced to 210,622 $MTCO_2e$ and would be less than the City's GHG reduction goal of 241,476 $MTCO_2e$. State and local GHG reduction measures would reduce community-wide emissions by 73,487 $MTCO_2e$. This represents a 26 percent decrease in community-wide GHG emissions from current conditions. Consequently, impacts from short-term growth associated with the General Plan would be less than significant.

[7] The CEQA baseline differs from "existing conditions" in AB 32. The CEQA baseline is modeled using 2012 emission rates, whereas "existing conditions" under AB 32 is defined as conditions and emission rates in 2005.

Table 5.5-5 2020 City of La Habra Community-Wide GHG Emissions

Category	BAU $MTCO_2e$		With Reductions $MTCO_2e$	$MTCO_2e$ Change from 2010 with Reductions
	2010	2020	2020	
Transportation	106,146	124,054	80,826	25,320
Energy	126,532	137,161	89,131	37,401
Area Sources	30,249	32,790	25,664	4,585
Water	5,312	5,758	3,739	1,573
Solid Waste	15,850	17,172	11,262	4,588
Total	284,089	316,935	210,622	73,467
GHG Reduction Target	NA	241,476	241,476	NA
Exceeds Significance Criteria	NA	Yes	No	NA

Source: Atkins 2013.
BAU: Business-as-usual
Note: Emissions of CO_2e shown in the table are rounded to the nearest whole number. Totals shown may not add up due to rounding.

Horizon Year 2035

Community-wide GHG emissions for the City in 2035 are compared to existing conditions (CEQA baseline) and are included in Table 5.5-6, *2035 City of La Habra Community-Wide GHG Emissions*. In addition to the short-term target of AB 32, the Governor, through Executive Order S-03-05 identified that GHG emissions should be reduced to 80 percent below 1990 levels by 2050. Although the City's General Plan horizon year is not 2050, the GHG reduction goal of Executive Order S-03-05 was interpolated for year 2035 to correspond to the General Plan horizon year. Based on this Executive Order, the General Plan Update and CAP identify a goal to reduce GHG emissions to 30 percent below 1990 levels by 2035. Based on the 2010 GHG emissions inventory prepared by Atkins, the City would need to reduce GHG emissions to 198,862 $MTCO_2e$ by 2020 to ensure progress towards the long-term goal of Executive Order S-03-05 and to ensure less than significant GHG emissions impacts.

To reduce GHG emissions and ensure consistency with the GHG reduction goals of AB 32, the City of La Habra has prepared a CAP. Table 5.5-6 identifies that with GHG reduction measures implemented as part of City's CAP the GHG emissions at year 2035 would be reduced to 196,297 $MTCO_2e$ and would be less than the City's GHG reduction goal of 198,862 $MTCO_2e$. State and local GHG reduction measures would reduce community-wide emissions by 87,792 $MTCO_2e$. This represents a 31 percent decrease in community-wide GHG emissions from current conditions. Consequently, impacts at the General Plan horizon year 2035 would be less than significant.

Table 5.5-6 2035 City of La Habra Community-Wide BAU GHG Emissions

Category	BAU $MTCO_2e$		With Reductions $MTCO_2e$	$MTCO_2e$ Change from BAU with Reductions
	2010	2035	2035	
Transportation	106,146	128,104	83,268	22,878
Energy	126,532	145,449	87,270	39,262
Area Sources	30,249	35,391	10,910	19,339
Water	5,312	6,215	3,729	1,583
Solid Waste	15,850	18,534	11,120	4,730
Total	284,089	333,693	196,297	87,792
GHG Reduction Target	NA	198,862	198,862	NA
Exceeds Significance Criteria	NA	Yes	No	NA

Source: Atkins 2013.
BAU: Business-as-usual
Note: Emissions of CO_2e shown in the table are rounded to the nearest whole number. Totals shown may not add up due to rounding.

Consistency with GHG Reduction Plan Measures

CARB Scoping Plan

In accordance with AB 32, CARB developed the Scoping Plan to outline the state's strategy to achieve 1990 level emissions by year 2020. To estimate the reductions necessary, CARB projected statewide 2020 BAU GHG emissions and identified that the state as a whole would be required to reduce GHG emissions by 28.5 percent from year 2020 BAU to achieve the targets of AB 32 (CARB 2008). Since release of the 2008 Scoping Plan, CARB has updated the 2020 GHG BAU forecast to reflect GHG emissions in light of the economic downturn and measures not previously considered in the 2008 Scoping Plan baseline inventory. The revised BAU 2020 forecast shows that the state would have to reduce GHG emissions by 21.6 percent from BAU without Pavley and the 33 percent RPS or 15.7 percent from the adjusted baseline (i.e., with Pavley and 33 percent RPS) (CARB 2012c). Since adoption of the 2008 Scoping Plan, state agencies have adopted programs identified in the plan, and the legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the LCFS and changes in the corporate average fuel economy standards (e.g., Pavley I and 2017–2025 CAFE standards). As shown in Tables 5.5-5 and 5.5-6, GHG emissions with implementation of the City's CAP would achieve the GHG reduction goals of the City, and impacts would be less than significant.

City of La Habra Climate Action Plan

To achieve the local goals identified in CARB's 2008 Scoping Plan, the City of La Habra has prepared a CAP. The City's CAP identifies and evaluates feasible and effective policies to reduce GHG emissions in order to reduce energy costs, protect air quality, and improve the economy and the environment. The policies identified in the CAP represent the City's actions to achieve the GHG reduction targets of AB 32 and progress toward long-term GHG reduction goals of Executive Order S-03-05. A consistency analysis with the goals and actions of the proposed General Plan Update to the community actions in the CAP is shown in Table 5.5-7. As identified in this table, the proposed General Plan would include policies and actions consistent with the City's CAP. In addition, the CAP has been identified as one of the implementation actions of the General Plan Update. The CAP

identifies that the City would achieve the local GHG reduction goals under AB 32. Therefore, impacts are less than significant.

Table 5.5-7 Consistency with City of La Habra Climate Action Plan

Reduction Measure	Implementation	Example Project
Transportation		
R2-T1: Land Use Based Trips and VMT Reduction Policies	LU 2.4, LU 3.1, LU 3.2, LU 3.3, LU 3.4, LU 5.4, LU 6.5, LU 7.5, LU 7.6, LU 12.1, LU 13.1, LU 16.3, AT 1.3, AT 1.4, AT 1.8, AT 1.9, AT 1.12, AT 1.13, AT 2.1, AT 2.4, AT 2.6, AT 2.9, AT 2.10, AT 3.1, AT 3.2, AT 3.6, TDM 1.1–TDM 1.4, TDM 2.1, TDM 2.2, AQ 2.1, AQ 2.2, AQ 4.1, AQ 4.2	City of La Habra 2035 General Plan Ventura County VMT Reduction Report
R2-T2: Bicycle Infrastructure	LU 11.11, LU 16.6, AT 2.1–AT 2.10	City of La Habra 2035 General Plan
R2-T3: Electric Vehicle Incentives Program	TDM 2.5, AQ 4.5	City of La Habra 2035 General Plan Neighborhood Electric Vehicles Plan for City of Lincoln, CA
R3-T1: Municipal Fleet Alternative Vehicles	TDM 2.4, AQ 4.4, AQ 4.5	City of La Habra 2035 General Plan
Energy		
R2-E1: New Construction Residential Energy Efficiency Requirements	LU 5.1, LU 5.2, LU 5.4, E 2.2, E 2.3, E 2.5 Energy Star New Homes	City of La Habra 2035 General Plan City of Berkeley, CA Energy Efficiency for Homes
R2-E2: New Construction Residential Renewable Energy	E 2.7–E 2.9 CA Energy Commission's New Solar Homes Partnership	City of La Habra 2035 General Plan City of Riverside, Residential PV System Rebate
R2-E3: Residential Energy Efficiency Retrofits	E 2.8 SCE Energy Efficiency Program	City of La Habra 2035 General Plan Existing City of La Habra Program
R2-E4: Residential Renewable Energy Retrofits	E 2.8, E 2.9 CA Energy Commission's Solar Initiative SCE Energy Efficiency Program	City of La Habra 2035 General Plan City of Riverside, Residential PV System Rebate
R2-E5: New Commercial Energy Efficiency Requirements	LU 5.1, LU 5.2, LU 5.4, E 2.2, E 2.3, AQ 2.1, AQ 2.7	City of La Habra 2035 General Plan CalRecycle Sustainable Building Guidelines Imperial Irrigation District New Construction Energy Efficiency Program
R2-E6: New Commercial/ Industrial Renewable Energy	E 2.7–E 2.9	City of La Habra 2035 General Plan CalRecycle Sustainable Building Guidelines City of Riverside, Non-Residential PV System Rebate
R2-E7: Commercial/ Industrial Energy Efficiency and Renewable Energy Retrofits	E 2.8, E 2.9 CA Energy Commission's Solar Initiative SCE Energy Efficiency Program	City of La Habra 2035 General Plan City of Riverside, Non-Residential PV System Rebate
R2-E8: Municipal Energy Efficiency Retrofit Projects	E 2.5, E 2.8 EECBG funded projects and Community Energy Partnership	City of La Habra 2035 General Plan. Existing City of La Habra projects and partnerships

Table 5.5-7 Consistency with City of La Habra Climate Action Plan

Reduction Measure	Implementation	Example Project
R3-E1: Energy Efficient Development, and Renewable Energy Deployment Facilitation and Streamlining	E 2.7, E 2.8, AQ 3.6	City of La Habra 2035 General Plan
R3-E2: Energy Efficiency Training and Public Education	E 2.12, E 2.13	City of La Habra 2035 General Plan
R3-E3: Energy Efficiency and Solar Energy Financing	E 2.8, E 2.9	City of La Habra 2035 General Plan
R3-E4: Cross-Jurisdictional Coordination	E 1.1, E 2.11	City of La Habra 2035 General Plan
R3-E5: Alternative Energy Development Plan	E 2.1, E 2.8	City of La Habra 2035 General Plan
Area Source		
R2-A1 Electric Landscape Equipment Program	AQ 3.6, AQ 4.4	City of La Habra 2035 General Plan SCAQMD landscape equipment exchange program
R3-A1: Expand City Tree Planting	BR 1.7–BR 1.9	City of La Habra 2035 General Plan
R3-A2: Heat Island Plan	LU 14.2, E 2.7	City of La Habra 2035 General Plan
Water		
R2-W1: Water Use Reduction Initiative	WS 1.6, WS 2.1–WS 2.8, WQ 1.3, WQ 1.5 Continue and expand existing water programs	City of La Habra 2035 General Plan Existing City of La Habra Project
R3-W1: Water Efficiency Training and Education	WS 2.1, WQ 1.9	City of La Habra 2035 General Plan
Solid Waste		
R2-S1: City Diversion Program	WR 1.2-1.7, WR 2.1–WR 2.9, WR 4.1, WR 5.2 Coordination with Waste Management and Orange County	City of La Habra 2035 General Plan CA Integrated Waste Management Board Resources
R3-S1: Encourage Increased Efficiency of the Gas to Energy System at Landfills	WR 1.2, WR 2.1	City of La Habra 2035 General Plan
R3-S2: Waste Education Programs	WR 5.1–WR 5.7	City of La Habra 2035 General Plan

Source: Atkins 2013.

SCAG's 2012 RTP/SCS

SCAG adopted its 2012 RTP/SCS on April 4, 2012, pursuant to the requirements of SB 375. SCAG's RTP/SCS is a regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light duty trucks in the Southern California region. The 2012 RTP/SCS incorporates local land use projections and circulation networks in the cities' and counties' general plans. The projected regional development pattern—including location of land uses and residential densities in local general plans—when integrated with the proposed regional transportation network in the 2012 RTP/SCS, would reduce per capita vehicular travel-related GHG emissions and achieve the subregional GHG reduction per capita targets for the SCAG region. Key strategies identified in the Orange County subregional SCS that were incorporated into the 2012 RTP/SCS are listed in

Table 5.5-8. As shown in the table, the proposed General Plan Update would be consistent with SCAG's 2012 RTP/SCS.

Table 5.5-8 Orange County Subregional SCS Consistency Analysis

Sustainability Strategies	Project Consistency[1]
Support transit-oriented development.	Consistent: The proposed General Plan Update includes policies that would directly or indirectly support transit-oriented development. LU 3.1, LU 3.3, LU 3.5, LU 7.6, LU 11.11, LU 13.4, LU 13.6, LU 16.6, AT 1.1–AT 1.15, AT 2.1–AT 2.10, TDM 1.4, TDM 1.5, TDM 2.6, AQ 4.1, AQ 4.2
Support infill housing development and redevelopment.	Consistent: The proposed General Plan Update includes policies that would support infill housing development and redevelopment. LU 5.3, LU 5.5, LU 5.6, ED 5.4, ED 5.6, ED 5.8, H 1.1, H 1.2, H 1.4, AQ 2.1, AQ 2.2
Support mixed-use development and thereby improve walkability of communities.	Consistent: The proposed General Plan Update includes policies that support mixed-use development. LU 12.1–LU 12.5, LU 13.1–LU 13.7, LU 14.1, LU 14.2, LU 15.1, LU 15.2, LU 16.1, CI 1.1, AT 1.13, TDM 1.5, H 1.8, AQ 2.1, AQ 2.2
Improve jobs-to-house ratio.	Consistent: The following policies in the proposed General Plan Update would be consistent with this strategy. LU 2.4, LU 3.8, LU 6.5, LU 13.1, LU 13.2, ED 2.1–ED 2.3
Promote land use patterns that encourage the use of alternatives to single-occupant automobile use.	Consistent: The following policies in the General Plan Update would support the promotion of land use patterns that encourage the use of alternatives to single-occupant automobile use. LU 3.4, LU 3.5, LU 3.8, LU 7.5, LU 7.6, LU 11.1, LU 13.4, AT 3.4, AT 3.6, AT 3.7
Support retention and/or development of affordable housing.	Consistent: The following policies in the proposed General Plan Update would be consistent with this strategy. H 1.1, H 1.3–H 1.5, H 1.7, H 1.8, H 2.10, H 3.10
Support natural land restoration and conservation and/or protection offering significant carbon mitigation potential via both sequestration and avoidance of increased emissions due to land conversion.	Consistent: The following policies in the proposed General Plan Update would be consistent with this strategy. OS 1.1–OS 1.6
Eliminate bottlenecks and reduce delay on freeways, toll roads, and arterials.	Consistent: The following policies in the proposed General Plan Update would support a more efficient operation of roadways. RN 1.2–RN 1.4, RN 1.6, RN 1.7
Apply Transportation System Management and Complete Street practices to arterials and freeways to maximize efficiency.	Consistent: The following policies in the proposed General Plan Update would provide support in maximizing the efficiency of arterials and freeways. RN 1.1–RN 1.11
Improve modes through enhanced service, frequency, convenience, and choices.	Consistent: The following policies in the proposed General Plan Update would support this strategy. LU 11.11, RN 1.6, RN 1.7, AT 1.1, AT 1.12, AT 1.15, AT 2.1–AT 2.9, TDM 1.4, TDM 2.6, AQ 4.1, AQ 4.2
Expand and enhance Transportation Demand Management practices to reduce barriers to alternative travel modes and attract commuters away from single occupant vehicle travel.	Consistent: The proposed General Plan Update includes policies that would support Transportation Demand Management practices. LU 11.11, LU 13.4, RN 1.5–RN 1.10, AT 1.1–1.15, AT 2.7, TDM 1.1–TDM 1.6, TDM 2.1–2.7
Continue existing, and explore expansion of, highway pricing strategies.	Not Applicable: This measure is not applicable. The City of La Habra does not have authority over pricing strategies on the State Highway system.

Table 5.5-8 Orange County Subregional SCS Consistency Analysis

Sustainability Strategies	Project Consistency[1]
Implement near-term (Transportation Improvement Program and Measure M2 Early Capital Action Plan) and long-term (LRTP 2035 Preferred Plan) transportation improvements to provide mobility choices and sustainable transportation options.	**Consistent:** The proposed General Plan Update would be consistent with this strategy. AT 1.2, AT 1.5–AT 1.8, AT 2.8–AT 2.10, AQ 4.4, AQ 4.5, LU 16.6, TDM 1.6, TDM 2.1–TDM 2.3
Acknowledge current sustainability strategies practiced by Orange County jurisdictions and continue to implement strategies that will result in or support the reduction of GHG emissions.	**Consistent:** The policies in this table would all contribute in reducing GHG emissions.

Source: SCAG 2012 RTP/SCS, Orange County Subregional SCS.
[1] Policies are detailed in Section 5.5.4, *Relevant General Plan Policies*.

Conclusion

The City's CAP includes mandatory measures for future development and existing land uses. The CAP is an enforceable document that the City is required to track and monitor in accordance with the implementation section within the document which includes administration and staffing, financing and budgeting, timeline and prioritization, and public participation. In accordance with the implementation chapter of the CAP, the City will periodically update the community-wide GHG emissions inventory in 2013, 2015, and 2020. The City will also implement a monitoring and reporting program to evaluate the effectiveness of reduction measures with regard to progress toward meeting the goals of the CAP. GHG emissions reductions from growth within the City with implementation of the City's CAP would achieve the City's 2020 and 2035 GHG reduction targets. Furthermore, compared to existing conditions, GHG emissions with implementation of state measures and local GHG reduction measures identified in the City's CAP would be less than current emissions levels. Consequently, impacts from the General Plan Update would be less than significant.

However, if the City does not adopt the CAP in its entirety, GHG emissions within the City would not achieve the City's GHG reduction targets for 2020 and 2035 and would result in a substantial increase in GHG emissions from existing conditions. In the absence of the City's CAP, GHG emissions from the General Plan Update would be significant and unavoidable.

5.5.4 Relevant General Plan Policies

Community Development

Land Use Element

LU 1.3 **Growth Exceeding Development Capacities.** Allow for increments of development exceeding these limits provided their cumulative environmental impacts do not result in impacts greater than the levels of significance or change the findings described by the certified General Plan Update Program Environmental Impact Report (EIR).

LU 1.4 **Subsequent Environmental Review.** Require that a Program EIR addressing cumulative citywide impacts be prepared when increments of development exceeding these capacities

result in impacts greater than the levels of significance or change the findings described by the certified General Plan Program Environmental Impact Report (EIR).

LU 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 2.6 **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.

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 3.3 **A Vigorous and Active Downtown.** Provide for compact and intensified mixed-use development in the Civic Center area along La Habra Boulevard as a vital, pedestrian-oriented "downtown" that serves as the focal point of community identity and activity, governance, and is linked to regional and local transit.

LU 3.6 **Connected Greenways Network.** Explore opportunities for the acquisition or joint use and development of the Union Pacific Railroad right-of-way as a form-giving citywide greenway incorporating greenbelts, parklands, bicycle and pedestrian paths, equestrian trails, natural open spaces, and potential transit systems that connects to La Habra's downtown core, neighborhoods, and districts.

LU 5.1 **Regulating Sustainable Development.** Require that new development and reconstruction comply with the California Green Building Standards Code with amendments and update periodically to reflect future amendments.

LU 5.2 **Sustainable Building Practices.** Promote sustainable building practices that utilize architectural design features, materials, interior fixtures and finishes, and construction techniques to reduce energy and water consumption, human exposure to toxic and chemical pollution, and disposal of waste materials.

LU 5.3 **Existing Structure Reuse.** Encourage the retention, adaptive reuse, and renovation of existing buildings with "green" building technologies and standards.

LU 5.4 **Sustainable Sites and Land Development.** Promote land development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and disposal of waste materials incorporating such techniques as:

a. Concentration of uses and design of development to promote walking, bicycling, and use of public transit in lieu of the automobile;

b. Capture and reuse of storm water 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, day lighting, and ventilation;

e. Use of landscapes that conserve water and reduce green waste;

f. Use of permeable paving materials or reduction of paved surfaces;

g. Shading of surface parking, walkways, and plazas and incorporation of solar technology; and/or

h. Recycling and/or salvaging for reuse of construction and demolition debris.

LU 5.5 **Revitalization of Obsolete and Underused Properties.** Encourage the consolidation of small parcels, joint public-private partnerships, and land clearance and resale, to facilitate revitalization of underused and obsolete commercial and industrial properties.

LU 5.6 **Building Rehabilitation.** Encourage the rehabilitation of existing commercial buildings and signage that are deteriorated or inconsistent with the intended character and quality of the City.

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 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:

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

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 16.8 **Sustainable Industrial Development.** Encourage large scale industrial development projects to provide on-site alternative energy sources and containment of stormwater runoff.

Housing

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.

Community Identity

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.

Mobility/Circulation

Regional and Local Roadway Networks/Facilities

RN 1.1 **Regional Transportation Plan.** Support the regional transportation and growth management plan to conserve energy, improve air quality, and reduce greenhouse gas emissions (GHG) as appropriate and beneficial to the public welfare of the City and adjacent communities.

RN 1.2 **Consistency with Orange County Master Plan of Arterial Highways.** Ensure future roadway plans are consistent with the Orange County Master Plan of Arterial Highways (MPAH).

RN 1.3 **Local MPAH.** Develop a local master plan of arterial highways that is consistent with the Orange County MPAH to guide development and reflect the local needs of the circulation system.

RN 1.4 **Congestion Management Plan Compliance.** Maintain compliance with Orange County Congestion Management Plan (CMP) requirements, including: Consistency with CMP level

of service standards; Adoption of a 7-year capital improvement program; analysis of impacts of land use decisions on the CMP highway system; and adoption and implementation of deficiency plans when intersections do not meet LOS standards.

RN 1.5 **Long Range Transportation Plan.** Support the goals and objectives of the Orange County Long Range Transportation Plan (LRTP), including expansion of transportation system choices, improvement of transportation system performance, and sustainability of transportation infrastructure.

RN 1.6 **Regional Transportation System Improvements.** Cooperate and participate with regional, County and surrounding cities' efforts to develop an efficient regional transportation system.

RN 1.7 **Street System Improvements.** Maintain and improve, where needed, the City's street system to maintain acceptable levels of service and provide a reliable and uncongested transportation system for the citizens of La Habra.

RN 1.9 **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 1.15 **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.

Non-Motor/Alternative Transportation System

AT 1.1 **Public Transportation Availability.** Work with the Orange County Transportation Authority (OCTA) and other transit agencies to assess City public transportation needs and to assure delivery of public transportation when and where it is needed.

AT 1.2 **Transit Accessibility.** Encourage and provide transit accessibility to everyone including the elderly, handicapped, and transit dependent.

AT 1.3 **Transit Centers.** Support development of mini transit centers or hubs (i.e., sheltered locations where several transit lines meet) in new higher density mixed use centers to facilitate convenient transfers and connections. The transit centers should generally include bus parking turn-ins, bus shelters and benches, signage with guide maps and schedules, vehicle, and bicycle parking.

AT 1.4 **Park & Ride Lots.** Work with OCTA and Caltrans to provide designated park & ride locations for safe, convenient places for transit riders to park their vehicles to transfer to a carpool, vanpool, or bus.

AT 1.5 **Transportation Assistance.** Support and participate with OCTA ACCESS Service in providing transportation assistance to senior citizens and the handicapped.

AT 1.6 **Prepaid Transit Passes.** Encourage all employers and schools to provide prepaid passes for employees and students, for use on OCTA, Foothill Transit and Norwalk Transit.

AT 1.7 **Curb-to-Curb Public Transportation.** Expand the curb-to-curb "La Habra Shuttle" public transportation service for more users providing shorter headways and dedicated connections as funding becomes available.

AT 1.8 **Go Local.** Participate in OCTA's Go Local program including encouraging bus service to provide shuttles to/from the Amtrak/Metrolink stations in Fullerton and Buena Park to the La Habra Civic Center and other local employment and activity centers.

AT 1.9 **Passenger Rail.** Support regional passenger rail planning efforts, including provision of shuttles to/from the Amtrak/Metrolink stations in Fullerton, Buena Park, and Norwalk.

AT 1.10 **Fixed Guideway.** Support the extension of the existing Los Angeles Metropolitan Transit Agency (LAMTA) Gold Line fixed guideway transit system to La Habra.

AT 1.11 **Railroad Right-of-Way.** Support conversion of the Union Pacific Railroad right-of-way into a multi-use facility, should the right-of-way become available, considering alternate uses and treatments either for light rail or as a bikeway use or both.

AT 1.12 **Bus Rapid Transit.** Support the development of bus rapid transit, or a high performance bus service combining dedicated bus lanes and transit hubs with high-quality vehicles and amenities, in the City to provide transit service to regional commercial and office areas.

AT 1.13 **Transit Oriented Developments.** Promote the development of new mixed-use projects near established transit corridors and nodes to provide a practical alternative to the single-occupant vehicle, consistent with the Community Development Element Land Use section.

AT 1.14 **Transit Amenities.** Encourage the provision of convenient and attractive transit amenities and streetscape furniture, landscaping, and lighting at bus stops to encourage the use of public transportation.

AT 1.15 **New Development Transit Facilities.** Require developers to include transit amenities such as bus benches, informational signage, and shelters in their development plans when feasible.

AT 2.1 **Bikeway Master Plan.** Develop a Bikeway Master Plan consistent with the OCTA Commuter Bikeways Strategic Plan, to encourage the development of a safe and convenient bikeway system. The Bikeway Master Plan will focus on strategies to make bicycle transportation a viable option to the private automobile.

AT 2.2 **Regional Bikeways.** Participate in the planning and construction of regional bikeways as both a commuter alternative and for recreational purposes. Consider the bicycle plans of neighboring cities to ensure connectivity on a regional level.

AT 2.3 **Bikeway Network.** Maintain and extend where and when feasible the City's bikeway network to make bicycling an attractive option.

AT 2.4 **Bike Trail Linkages.** Provide additional Class-I, Class-II, or innovative bicycle trail linkages between residential areas, employment areas, schools, parks, commercial areas, and transit stations.

AT 2.5 **Class I Bicycle Routes.** Establish additional Class I bike routes to encourage bicycle riding by providing dedicated facilities separate from vehicle traffic.

AT 2.6 **Pathway Easements.** Require new development to dedicate easements for bicycle trail/pedestrian pathway connections.

AT 2.7 **Alternative Routes.** Pursue opportunities to construct multi-use trails or bikeways along alternative routes such as railroad rights-of-way and flood control channel levees where feasible.

AT 2.8 **Bicycle Parking.** Require that a percentage of parking spaces in new non-residential developments and additions to existing facilities be set aside for secure bicycle parking, to encourage use of bicycles for commuting, shopping, and recreational purposes.

AT 2.9 **Facilities Supporting Bicycle Riders.** Encourage developers of offices and other businesses with a large number of employees to provide showers and lockers as conveniences for bicycle riders and establish a threshold number above which these would be required.

AT 2.10 **Health Through Bicycling.** Support programs which encourage more people to bicycle for transportation and recreation, to provide an attractive and healthy transportation option, which will reduce traffic congestion, air pollution, and noise pollution.

AT 3.1 **Pedestrian Network.** Develop facilities to create a comfortable pedestrian walking environment throughout the City, such as pedestrian pathways, textured paving crosswalks, street furnishings, and landscaping to link residential areas, commercial centers, schools, and parks making walking an attractive option.

AT 3.2 **Pedestrian Linkages.** Require that new developments provide dedicated easements or pedestrian linkages to adjacent developments, establishing an interconnected network of pedestrian sidewalks and paths.

AT 3.3 **Accessible Facilities.** Provide for the adaptation and use of all pedestrian circulation systems by persons with disabilities through the design standards and implementation of projects that recognize their need and increase their access to facilities and services, consistent with Americans with Disabilities Act (ADA) and State requirements.

AT 3.4 **Safe Routes to School.** Support establishment of a safe routes to schools program for all elementary and middle schools, to encourage children to walk or bike to school.

AT 3.5 **Street Walkability.** Provide for the complete street needs of pedestrians to ensure the "walkability" of all streets in residential, retail commercial, and mixed-use areas, including sidewalks, pedestrian crossing opportunities, median islands, pedestrian signals, street furniture, lighting, and signage.

AT 3.6 **Pedestrian Connectivity.** Enhance pedestrian connectivity between pedestrian attractors such as neighborhoods, mixed-use centers, commercial areas, schools, parks, and entertainment and cultural areas to make the pedestrian option safer and more convenient.

AT 3.7 **Pedestrian Priority Areas.** Identify priority neighborhoods and streets with high walking potential, such as the downtown core, the Civic Center area, mixed-use districts, and residential neighborhoods to maximize the benefits of investing in pedestrian facilities and enhancements.

AT 3.8 **Street Modifications/Improvements.** Enhance pedestrian facilities (e.g., pedestrian pathways, textured paving crosswalks, street furnishings, and landscaping) where feasible when incorporating modifications/improvements into an existing street.

Goods Movement

G 1.1 **Truck Impacts and Mitigation.** Identify and support projects that link mitigation of truck traffic impacts and expansion of transportation system capacity.

G 1.2 **Truck Route Updates.** Review and update, via special studies, truck route designations within the City.

Transportation Demand Management

TDM 1.1 **Sustainable Communities Strategy.** Support consistency with the Orange County Sustainable Communities Strategy (OC SCS) and SCAG RTP/SCS by providing an integrated land use and transportation plan to meet mandated emissions reduction targets consistent with SB 375.

TDM 1.2 **TDM Participation.** Increase participation in transportation demand management (TDM) programs such as staggered work hours, flex time, carpooling, vanpooling, transit, bicycling, preferential parking, and alternative technologies.

TDM 1.3 **GHG Emission Targets.** Achieve greenhouse gas emission (GHG) targets through two principal strategies: reducing motor vehicle use and changing land use development patterns.

TDM 1.4 **Commute Trip Reduction.** Support South Coast Air Quality Management District (SCAQMD) trip reduction programs, including such options as park and ride lots, transit subsidies, carpool and vanpool programs, flexible working hours, bicycle facilities, and other traffic reduction strategies.

TDM 1.5 **Project Incentives.** Provide incentives such as reduced parking requirements, trip credits, and lower mitigation fees for projects that are consistent with the OC SCS such as transit-related, mixed-use, and similar projects.

TDM 1.6 **Transit and Carpool Trip Share.** Support efforts by OCTA and other agencies that provide incentives for employers to increase the share of employee work trips made by transit and carpooling to meet the goals required by the SCAQMD.

TDM 2.1 **Alternative Transportation Technologies.** Support alternative transportation technologies and modes through such means as changes in code requirements, preferential parking, and information distribution to reduce vehicle emissions, congestion, and create a more pedestrian-friendly environment.

TDM 2.2 **Alternate Transportation Modes.** Promote alternate modes of transportation and overall system efficiency by maximizing use of existing transportation networks and developing new modes.

TDM 2.3 **Vehicle Occupancy.** Promote programs which encourage and support increased vehicle occupancy, traveler information systems, shuttles, carpool parking, and transit passes.

TDM 2.4 **Alternative Fuels.** Require that 100 percent of the vehicles purchased for the municipal fleet be high-efficiency (hybrid), low-emission, or alternative fuel vehicles (public safety vehicles exempt).

TDM 2.5 **Alternative Fuel Facilities.** Promote alternative fuel support facilities such as hydrogen and CNG fueling stations and electric vehicle charging stations for these emerging technologies.

TDM 2.6 **Alternative Transportation Modes.** Require alternate modes of transportation for new low cost housing and senior citizen development projects.

TDM 2.7 **Combined Measures.** Promote the combination of TDM measures as much more effective than any single measure.

Infrastructure

Sewer System

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.

Energy

E 2.1 **Service Providers.** Encourage energy service providers such as Southern California Edison (SCE) to commit to increasing the use of non-fossil/carbon fuels (e.g., solar and wind) for energy generation.

E 2.2 **Title 24 Energy Efficiency.** Continue to enforce energy conservation measures and efficient design standards related to residential and nonresidential buildings as required by Title 24.

E 2.3 **California Green Building Standards Code.** Continue to enforce California Green Building Standards Code sustainable construction building practices in the planning, design, and energy efficiency of new construction in La Habra.

E 2.4 **California Energy Code.** Continue to enforce California Energy Code practices regulating and controlling the energy efficiency of buildings in La Habra.

E 2.5 **City Operations.** Promote City operations as a model for energy efficiency and green building and install, as feasible, energy-efficient lighting, appliances, and alternative-energy infrastructure within City facilities.

E 2.6 **Energy Efficiency Audits.** Encourage energy service providers and the private sector to perform energy efficiency audits of existing buildings by evaluating, repairing, and readjusting heating, ventilation, air conditioning, and lighting systems.

E 2.7 **Energy Efficient Design.** Encourage site, building, and landscape design that reduces exterior heat gain and heat island effects (e.g., building orientation and exposure, tree plantings, reflective paving materials, covered parking, cool roofs) to reduce energy demands.

E 2.8 **Renewable Energy.** Encourage the installation and construction of solar (photovoltaic) panel systems in private and public projects as a viable renewable energy source.

E 2.9 **Solar Access.** Ensure, to the extent feasible, that sites, subdivisions, landscaping, and buildings are configured and designed to maximize solar access.

E 2.13 **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.

Conservation/Natural Resources

Air Quality and Climate

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.

AQ 2.1 **Land Use and Urban Form.** Reduce air pollution and GHG emissions by discouraging dependence on the private automobile; promoting development that is compact, mixed-use, pedestrian- and bicycle-friendly, and transit-oriented; improving the jobs-housing balance;

promoting energy-efficient building design and site planning; using water-efficient systems; and comparable methods defined in the *Land Use Section of the Community Development Chapter*.

AQ 2.2 **Infill and Mixed-Use Development.** Focus infill and mixed-use development in the downtown core, along La Habra Boulevard and Whittier Boulevard, and in activity cores that contain uses and services accessible by walking from adjoining residential neighborhoods to reduce vehicle trips, air pollution, and GHG emissions.

AQ 2.3 **Development-Infrastructure Concurrency.** Manage growth by ensuring the timely provision of infrastructure to serve new development.

AQ 2.4 **Land Use-Air Quality Relationship.** Implement zoning and land use practices that have a beneficial impact on air quality and reduce the impacts of climate change.

AQ 2.5 **Buffer Emission Sources and Sensitive Land Uses**. Consider potential air pollution and odor impacts from land uses that may emit pollution and/or odors when locating (a) air pollution sources, and (b) residential and other pollution-sensitive sources (which may include transit lines, manufacturing, hazardous materials storage, food processing, wastewater treatment, and similar uses).

AQ 2.6 **Evaluate Air Quality Impacts.** Evaluate the significance of air quality impacts from projects or plans as part of the environmental review process and establish necessary and appropriate mitigation requirements for project or plan approval.

AQ 2.7 **New Development.** Review proposed development applications to ensure that projects incorporate feasible measures to reduce construction and operational emissions for reactive organic gases (ROG), nitrogen oxides (NOx), and particulate matter (PM10 and PM2.5) through project design.

AQ 2.8 **Emissions Reduction.** Require development projects that exceed SCAQMD ROG and NOx operational thresholds to incorporate feasible measures through design and/or operational features that reduce emissions, where possible, to a less than significant level.

AQ 2.9 **Equity.** Ensure that all land use decisions are made in an equitable fashion in order to protect residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution.

AQ 3.1 **Best Practices.** Improve air quality and reduce GHG emissions through best development practices for municipal and utility infrastructure and use of renewable resources.

AQ 3.2 **Low-Impact Infrastructure.** Encourage Southern California Edison Company, Southern California Gas Company, the California Domestic Water Company, Metropolitan Water District, and Orange County Sanitation District to adopt practices and implement improvements that reduce air pollution and GHG emissions, as described in the Infrastructure Chapter.

AQ 3.3 **Private Development Infrastructure.** Facilitate the use of renewable energy and water-efficient systems in residential, commercial, industrial, and other private development projects, provided that they are located and designed consistent with the character and quality of La Habra's neighborhoods and districts.

AQ 3.4 **Public Facilities.** Reduce air pollution and GHG emissions through continued reduction of overall energy and water use of local public infrastructure, facilities, and programs for maintenance and efficiency.

AQ 3.5 **Equipment Maintenance.** Continue maintenance and repair of municipal vehicles and equipment.

AQ 3.6 **Preference for Reduced-Emission Equipment.** Give preference to contractors using reduced-emission equipment for City construction projects and contract for services (e.g., garbage collection), as well as businesses that practice sustainable operations.

AQ 4.1 **Transportation.** Implement comprehensive programs to reduce air pollution and GHG emissions through the reduction of vehicle trips, use of alternative-fuel vehicles, public transit, transportation demand-management (TDM), parking supply management, and comparable strategies defined by the *Mobility/Circulation Chapter*.

AQ 4.2 **Regional Transportation System.** Cooperate and participate with regional, county, and local efforts to develop an efficient regional transportation system reducing vehicle trips and vehicle miles traveled.

AQ 4.3 **Interagency Coordination.** Coordinate overlapping and related components of the state-mandated Congestion Management Plan (CMP) and any other regional plan with the regional Air Quality Management Plan (AQMP).

AQ 4.4 **Fleet Operations.** Continue to purchase low-emission vehicles for the City's fleet and use available clean fuel sources for trucks and heavy equipment.

AQ 4.5 **Zero-Emission and Low-Emission Vehicle Use.** Encourage the use of zero-emission vehicles, low-emission vehicles, bicycles, and other non-motorized vehicles and car-sharing programs by requiring sufficient and convenient infrastructure and parking facilities in multi-family, mixed-use, and high density centers and corridors to accommodate these vehicles.

AQ 5.1 **Development Dust and Particulate Emission Control.** Regulate development to reduce PM_{10} emissions from construction, demolition, and debris hauling to achieve compliance with federal standards.

AQ 5.2 **City Operations Dust and Particulate Emission Control.** Establish procedures for the reduction of PM_{10} emissions from public facility construction, demolition, debris hauling, and street cleaning to achieve compliance with federal standards.

AQ 6.1 **Air Quality and Climate Change Education.** Promote and disseminate information about state, federal, and regional standards; health effects; and efforts that La Habra's residents and businesses can take to improve air quality and reduce GHG emissions.

AQ 6.2 **Employer Education Programs.** Encourage employers to participate in OCCOG, OCTA, and SCAG public education programs to improve air quality and reduce GHG emissions.

AQ 6.3 **Involvement of Schools and Organizations.** Work with local schools, businesses, and organizations to increase citizens' awareness and participation efforts to reduce air pollution and GHG emissions.

5.5.5 Existing Plans, Policies, and Programs

- AB 32: California Global Warming Solutions Act
- Executive Order S-3-05: Greenhouse Gas Emission Reduction Targets
- Low Carbon Fuel Standard (Title 17 CCR)
- Building Energy Efficiency Standards (CCR Title 24)
- Appliance Energy Efficiency Standards (CCR Title 20)
- Pavley Motor Vehicle Standards (AB 1493)
- California Water Conservation in Landscaping Act of 2006 (AB 1881)
- Statewide Retail Provider Emissions Performance Standards (SB 1368).
- Renewable Portfolio Standards (SB 1078)

5.5.6 Level of Significance Before Mitigation

Without implementation of the Climate Action Plan, the following impact would be **potentially significant:**

- Impact 5.5-1 Implementation of the City of La Habra Climate Action Plan would ensure that build out of the proposed General Plan would not result in a substantial increase in GHG emissions.

5.5.7 Mitigation Measures

Impact 5.5-1

The City of La Habra's CAP is included as part of the proposed General Plan Update. The CAP sets GHG reduction targets for the City to achieve. Additionally, the CAP includes measures for the City to implement in support of achieving the reduction targets. As shown in Table 5.5-7, the policies in the proposed General Plan Update are consistent with the CAP. No other additional measures to reduce GHG emissions are available.

5.5.8 Level of Significance After Mitigation

Impact 5.5-1

The City's CAP includes mandatory measures for future development and existing land uses. The CAP is an enforceable document that the City is required to track and monitor in accordance with the implementation set forth within the CAP, including administration and staffing, financing and budgeting, timeline and prioritization, and public participation. In accordance with the implementation chapter of the CAP, the City will periodically update the community-wide GHG emissions inventory in 2013, 2015, and 2020. The City will also implement a monitoring and reporting program to evaluate the effectiveness of reduction measures with regards to progress towards meeting the goals of the CAP. GHG emissions reductions from growth within the City with implementation of the City's CAP would achieve the City's 2020 and 2035 GHG reduction targets. Furthermore, compared to existing conditions, GHG emissions with implementation of state measures and local GHG reduction measures identified in the City's CAP would be less than current emissions levels. Consequently, impacts from the General Plan would be less than significant.

The City fully anticipates that the CAP will be adopted concurrently with the General Plan. However, if the CAP is not adopted at the time of the General Plan Update, then GHG emissions within the City would not achieve the GHG reduction targets for 2020 and 2035. This would result in a substantial adverse impact related to GHG emissions and would be significant and unavoidable.

5.5.9 References

California Air Resources Board (CARB). 2012, April. California Greenhouse Gas Inventory for 2000–2009 – by Category as Defined by the Scoping Plan. http://www.arb.ca.gov/cc/inventory/inventory.htm.

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California Climate Action Team (CAT). 2006, March. Climate Action Team Report to Governor Schwarzenegger and the Legislature.

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5.6 HAZARDS AND HAZARDOUS MATERIALS

This section of the Environmental Impact Report (EIR) evaluates potential impacts of the General Plan Update on human health and the environment, specifically environmental hazards associated with hazardous materials, hazardous waste disposal, emergency preparedness, and wildland fires. Potential project impacts and appropriate mitigation measures are identified as necessary. Various federal and state programs that regulate the use, storage, and transportation of hazardous materials are also discussed. Geologic hazards and flood hazards are addressed separately in Sections 5.4, *Geology and Soils*, and 5.7, *Hydrology and Water Quality*, respectively. Water quality and pollution discharge are also addressed in Section 5.7.

The background information and analysis in this section is based, in part, upon content found in the following technical background report produced as part of the General Plan Update:

- Sections 7.1, *Natural Hazards*, and 7.4, *Hazardous Waste*, Technical Background Report for the City of La Habra General Plan Update, Atkins, May 2012.

A complete copy of this report is included as Appendix C to this EIR.

5.6.1 Environmental Setting

5.6.1.1 REGULATORY SETTING

Federal Regulations

Several federal agencies regulate hazardous materials. These include the U.S. Environmental Protection Agency (EPA), the Occupational Safety and Health Administration (OSHA), and the U.S. Department of Transportation (USDOT). Applicable federal regulations are contained primarily in Titles 10, 29, 40, and 49 of the Code of Federal Regulations (CFR). The USDOT has developed regulations pertaining to the transport of hazardous materials and hazardous wastes by all modes of transportation. The U.S. Postal Service (USPS) has developed additional regulations for the transport of hazardous materials by mail. USDOT regulations specify packaging requirements for different types of materials. The EPA has also promulgated regulations for the transport of hazardous wastes. These more stringent requirements include tracking shipments with manifests to ensure that wastes are delivered to their intended destinations. Specific federal laws and regulations pertaining to hazardous materials from the above-mentioned agencies and other acts are described below.

Federal Pollution Prevention Act of 1990

Under the Federal Pollution Prevention Action of 1990, when a Uniform Hazardous Waste Manifest is signed, a generator is also signing a waste minimization certification statement. Large quantity generators (>2,200 pounds per month) are certifying that a program is in place to minimize the volume and toxicity of waste produced to the extent determined to be economically practicable. Small quantity generators (<2,200 pounds per month) are certifying that they have made a good faith effort to minimize the waste generated and have selected the best waste management method.

Federal Water Pollution Control Act of 1972 (Clean Water Act)

The Clean Water Act (CWA) governs the control of water pollution in the United States. The CWA includes the National Pollutant Discharge Elimination System (NPDES) program, which requires that permits be obtained for point discharges of wastewater. The CWA also requires that stormwater discharges be permitted, monitored, and controlled for public and private entities.

Resource Control and Recovery Act of 1974

The Resource Control and Recovery Act of 1974 (RCRA) was enacted as the first step in the regulation of the potential health and environmental problems associated with solid hazardous and nonhazardous waste disposal. RCRA and the formation of the EPA to implement RCRA provide the framework for national hazardous waste management, including tracking hazardous wastes from point of origin to ultimate disposal.

Comprehensive Environmental Response, Compensation and Liability Act of 1980

Under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, owners and operators of real estate where there is hazardous substances contamination may be held strictly liable for the costs of cleaning up contamination found on their property. No evidence linking the owner/operator with the placement of the hazardous substances on the property is required. CERCLA, also known as Superfund, established a fund for the assessment and remediation of the worst hazardous waste sites in the nation. Exceptions are provided for crude oil wastes that are not subject to CERCLA.

In 1986, Congress established the "innocent landowner defense" in the 1986 amendments to CERCLA known as the Superfund Amendments and Reauthorization Act (SARA). To establish innocent landowner status, the landowner "must have undertaken, at the time of acquisition, all appropriate inquiry into the previous ownership and uses of the property consistent with good commercial and customary practice in an effort to minimize liability." In an effort to clarify what constitutes "all appropriate inquiry," the American Society for Testing and Materials (ASTM) has developed a standard that provides specific definition of the steps one should take when conducting a "due diligence" environmental site assessment for commercial real estate.

Emergency Planning and Community Right-to-Know Act

The Emergency Planning and Community Right-to-Know Act (EPCRA) was enacted by Congress as the national legislation on community safety. This law helps local communities protect public health, safety, and the environment from chemical hazards. The primary purpose of EPCRA is to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored onsite to state and local agencies. These reports help communities prepare to respond to chemical spills and similar emergencies. Section 3131 of EPCRA requires manufacturers to report releases to the environment (air, soil, and water) of more than 600 designated toxic chemicals; report offsite transfers of waste for treatment or disposal at separate facilities; implement pollution prevention measures and activities; and participate in chemical recycling. These annual reports are submitted to the EPA and state agencies. The EPA maintains and publishes a database that contains information on toxic chemical releases and other waste

management activities by certain industry groups and federal facilities. This online, publicly available, national digital database is called the Toxics Release Inventory and was expanded by the Pollution Prevention Act of 1990.

Hazardous and Solid Waste Amendments of 1984

The Hazardous and Solid Waste Amendments (HSWA) of 1984 was enacted to close RCRA loopholes and specifically regulate leaking underground storage tanks.

Asbestos Hazard Emergency Response Act of 1986

The Asbestos Hazard Emergency Response Act (AHERA) of 1986 is the federal legislation that governs the management and abatement of asbestos-containing materials in buildings.

Hazardous Waste Source Reduction and Management Review Act of 1989

Any generator who routinely generates more than 13.2 tons (12,000 kilograms) of hazardous waste or 26.4 pounds (12 kilograms) of extremely hazardous waste is subject to the Hazardous Waste Sound Reduction and Management Review Act of 1989. This includes dilute aqueous hazardous waste streams when calculating the total quantity of waste generated. Generators subject to the act must prepare a Source Reduction Evaluation Plan, Hazardous Waste Management Performance Report, and Summary Progress Report.

National Emission Standards for Hazardous Air Pollutants; Asbestos, 40 Code of Federal Regulations Part 61

This section of the Code of Federal Regulations requires the assessment and proper removal of asbestos-containing materials that could release asbestos when disturbed prior to the demolition of buildings.

International Fire Code

The International Fire Code (IFC) contains regulations relating to construction and maintenance of buildings and the use of premises. Topics addressed in the IFC include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and premises. The IFC contains specialized technical regulations related to fire and life safety. The California Fire Code incorporates the IFC standards but also includes state regulations and standards. All new buildings within La Habra must conform to standards within the California Fire Code.

State Regulations

California Environmental Protection Agency

The California Environmental Protection Agency (Cal/EPA) has broad jurisdiction over hazardous materials management in the state. Within Cal/EPA, the Department of Toxic Substances Control (DTSC) has

primary regulatory responsibility for hazardous waste management and cleanup, while enforcement of regulations has been delegated to local jurisdictions, such as the Orange County Environmental Health Division. Along with the DTSC, the Regional Water Quality Control Board (RWQCB) is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. RWQCB regulations are contained in Title 27 of the California Code of Regulations (CCR). Additional state regulations applicable to hazardous materials are contained in Title 22 of the CCR. Title 26 of the CCR is a compilation of those sections or titles of the CCR that are applicable to hazardous materials.

Department of Toxic Substances Control

The state DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA of 1976 and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. In addition, DTSC reviews and monitors legislation to ensure that the position reflects the DTSC's goals. From these laws, DTSC's major program areas develop regulations and consistent program policies and procedures. The regulations spell out what those who handle hazardous waste must do to comply with the laws. Under RCRA, DTSC has the authority to implement permitting, inspection, compliance, and corrective action programs to ensure that people who manage hazardous waste follow state and federal requirements. As such, the management of hazardous waste in the City would be under regulation by the DTSC to ensure that state and federal requirements pertaining to hazardous waste are complied with. California law provides the general framework for regulation of hazardous wastes by the Hazardous Waste Control Law (HWCL) passed in 1972. DTSC is the state's lead agency in implementing the HWCL. The HWCL provides for state regulation of existing hazardous waste facilities, which include "any structure, other appurtenances, and improvements on the land, used for treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste."

Business Plan Act

In recognition of the dangers associated with keeping hazardous substances, the state legislature has enacted several laws regulating the use and transport of identified hazardous materials. California's Hazardous Materials Release Response Plans and Inventory Law, sometimes called the "Business Plan Act," aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to possible hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on site, to prepare an emergency response plan, and to train employees to use the materials safely.

Chapter 6.95 of the California Health and Safety Code and Title 19 of the California Code of Regulation describe the requirements for chemical disclosure, business emergency plans, and community right-to-know programs. In particular, Chapter 6.95 requires all businesses using hazardous materials to inform local government agencies of the types and quantities of materials stored on site. This disclosure enables emergency response agencies to respond quickly and appropriately to accidents involving dangerous substances.

The state requires the owner or operator of any business that handles hazardous materials in quantities equal to or greater than 55 gallons, 500 pounds, or 200 cubic feet of gas at standard temperature and pressure, to develop and submit a business plan. The California Office of Emergency Services (OES), acting pursuant to Health and Safety Code Section 25503.3, has developed a single comprehensive hazardous materials inventory form for businesses to use to submit their individual hazardous materials inventories. This form contains all state and federally required inventory information. Use of this form is mandatory.

Tanner Act

Although there are numerous state policies dealing with hazardous waste materials, the most comprehensive is the Tanner Act (Assembly Bill 2948), which was adopted in 1986. The Tanner Act governs the preparation of hazardous waste management plans and the siting of hazardous waste facilities in the State of California. To be in compliance with the Tanner Act, local or regional hazardous waste management plans need to include provisions that define (1) the planning process for waste management, (2) the permit process for new and expanded facilities, and (3) the appeal process to the state available for certain local decisions.

Assembly Bill 826 Perchlorate Contamination Prevention Act

Assembly Bill (AB) 826 by Assembly member Hannah-Beth Jackson (D-Santa Barbara) establishes a statewide database connecting Cal/EPA's hazardous waste materials with data from local agencies. The bill, called the Perchlorate Contamination Prevention Act, directed the DTSC to develop best management practices for perchlorate by December 31, 2005. These management practices will ensure that perchlorate and perchlorate materials are handled in a safe manner and that there is consistent statewide management of perchlorate. The City of La Habra is responsible for providing hazardous waste materials data to Cal/EPA and ensuring that perchlorate facilities are in compliance with AB 826 regulations.

Hazardous Materials Transportation

Section 31303 of the California Vehicle Code and USDOT regulations state that hazardous materials being directly transported from one location to another ("through-transport") must use routes with the least overall travel time (e.g., major roadways/highways instead of local streets). However, local roadways can be used for deliveries and pickups of hazardous materials and wastes to or from a specific location. The California Highway Patrol (CHP) and Caltrans are the enforcement agencies for hazardous materials transportation regulations in the planning area. Transporters of hazardous materials and waste are responsible for complying with all applicable packaging, labeling, and shipping regulations. The California OES also provides emergency response services involving hazardous materials incidents.

Worker and Workplace Hazardous Materials Safety

Occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. The California Division of Occupational Safety and Health (Cal/OSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, Cal/OSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard

Communication Standard requires that workers be informed of the hazards associated with the materials they handle. For example, manufacturers are to appropriately label containers, Material Safety Data Sheets are to be available in the workplace, and employers are to properly train workers.

Hazardous Materials in Structures

Asbestos is regulated as a hazardous air pollutant under the Clean Air Act and is also regulated as a potential worker safety hazard under the authority of the OSHA. The Cal/OSHA considers asbestos-containing building material a hazardous substance when a bulk sample contains more than 0.1 percent asbestos by weight. Cal/OSHA requires that a qualified contractor licensed to handle asbestos materials handle any material containing more than 0.1 percent asbestos by weight. Any activity that involves cutting, grinding, or drilling during building renovation or demolition, or relocation of underground utilities could release friable asbestos fibers unless proper precautions are taken.

Several regulations and guidelines pertain to abatement of and protection from exposure to asbestos-containing materials (ACM) and lead-based paint. These include Construction Safety Orders 1529 (pertaining to ACM) and 1532.1 (pertaining to lead-based paint) from Title 8 of the CCR, and Part 61, Subpart M, of the CFR (pertaining to ACM). These rules and regulations prohibit emissions of asbestos from asbestos-related demolition or construction activities, require medical examinations and monitoring of employees engaged in activities that could disturb asbestos, specify precautions and safe work practices that must be followed to minimize the potential for release of asbestos fibers, and require notice to federal and local government agencies prior to beginning renovation or demolition that could disturb asbestos. In California, ACM and lead-based paint abatement must be performed and monitored by contractors with appropriate certification from the California Department of Health Services.

Siting of Schools on or near Sources of Hazardous Materials

The California Education Code (Sections 17210 et seq.) outlines the requirements of siting school facilities near or on known or suspected hazardous materials sites, or near facilities that emit hazardous air emissions or handle hazardous or acutely hazardous materials, substances, or waste. The code requires that, prior to commencing the acquisition of property for a new school site, an environmental site investigation be completed to determine the health and safety risks (if any) associated with the site. Recent legislation and changes to the Education Code identify DTSC's role in the assessment, investigation, and cleanup of proposed school sites. All proposed school sites that receive state funding for acquisition and/or construction must go through a comprehensive investigation and cleanup process under DTSC oversight.

DTSC is required to be involved in the environmental review process to ensure that selected properties are free of contamination, or if the property is contaminated, that it is cleaned up to a level that is protective of students and faculty who will occupy the new school. All proposed school sites must be suitable for residential land use, which is DTSC's most protective standard for children.

California Fire Code (Title 24, Part 9, California Code of Regulations)

The California Fire Code is Part 9 of the California Code of Regulations, Title 24, also referred to as the California Building Standards Code. The California Fire Code incorporates the IFC with necessary California amendments. This Code prescribes regulations consistent with nationally recognized minimum standards for the safeguarding, to a reasonable degree, life and property from the hazards of fire explosion, and dangerous conditions arising from the storage, handling and use of hazardous materials and devices, and from conditions hazardous to life or property in the use or occupancy of buildings or premises and provisions to assist emergency response personnel. All new buildings, homes, businesses, and agencies within La Habra must conform to standards within the California Fire Code.

California Health and Safety Code

State fire regulations set forth in Sections 13000 et seq. of the California Health and Safety Code, include regulations for building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

California Building Code

The State regulations protecting human-occupied structures from geo-seismic hazards are contained in California Code of Regulations, Title 24, Part 2 California Building Code (CBC). The 2010 CBC, effective January 1, 2011, is based on the current (2009) International Building Code (IBC) and contains prominent enhancement of the sections dealing with fire safety (e.g., fire sprinklers are now required in all new residential construction) and environmentally friendly construction (e.g., California has adopted the nation's first state green building code known as CALGreen). Seismic-resistant construction design is required to meet more stringent technical standards than those set by previous versions of the CBC. Chapter 7 of the CBC sets forth methods for fire and smoke protection and Chapter 7A deals with materials and construction methods that reduce exterior exposure to wildland fire danger. Chapter 9 sets forth the requirements for fire protection systems in new construction.

Regional Regulations

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for six Southern California counties—Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial. SCAG's Regional Comprehensive Plan (2008) Solid Waste chapter provides information for further cooperation and dialogue among the region's counties and cities, the regional councils of government, and the state in its individual efforts to plan for current and future solid waste management, including recommendations to reduce or eliminate the use of hazardous substances or materials in the manufacturing of products.

In addition, along with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council, SCAG is responsible for preparing the Southern California Hazardous Waste

Management Plan pursuant to the California Health and Safety Code. SCAG's Energy and Environment Committee (EEC) considers environmental and energy-related issues of regional significance including hazardous waste.

Health and Hazardous Materials Division, Los Angeles County Certified Unified Program Agency

The Health and Hazardous Materials Division (HHMD) is part of the Los Angeles County Fire Department's (LACoFD) Prevention Services Bureau. The LACoFD is the Certified Unified Program Agency (CUPA) for the majority of Los Angeles County cities, with the exception of the cities of El Segundo, Glendale, Long Beach, Los Angeles, Santa Fe Springs, Santa Monica, and Vernon. As a CUPA, the LACoFD manages the following hazardous materials and hazardous waste programs: the Hazardous Waste Generator Program, Hazardous Materials Release Response Plans and Inventory Program, Cal-ARP (California Accidental Release Prevention) Program, the Aboveground Storage Tank Program, and the Underground Storage Tank Program. The LACoFD works with the City of Los Angeles and City of Santa Monica CUPAs as a Participating Agency (PA) for hazardous waste programs. The LACoFD is the PA in Orange County for La Habra's hazardous materials program and coordinates activities with Orange County, where applicable.

Orange County Hazardous Waste Management Plan

Developed pursuant to the Tanner Act (AB 2948), the Orange County Hazardous Waste Management Plan (HWMP) identifies current and projected future hazardous waste generation and management needs throughout the County. The HWMP provides a framework for the development of facilities to manage hazardous wastes (i.e., facility siting criteria). The County HWMP addresses only those hazardous waste issues with which local governments have responsibilities, namely land use decisions. The County and cities within Orange County are required to implement facility siting policies and criteria within local planning and permitting processes. The City is required to take one of three actions:

1. Adopt a City hazardous waste management plan.

2. Incorporate by reference all applicable portions of the County Plan into its General Plan.

3. Enact an ordinance requiring all applicable land use permitting and decisions to be consistent with the siting criteria set forth in the County HWMP.

The City of La Habra has adopted by reference the applicable portions of the County HWMP into its Municipal Code, Title 18 (Zoning), Chapter 8.36 (Hazardous Waste Facility).

Local Regulations

City of La Habra Municipal Code, Title 8 (Health and Safety), Chapter 8.36 (Hazardous Material Disclosure)

The City of La Habra City Council believes hazardous substances and hazardous wastes which are present in the community may pose acute and chronic health hazards to individuals who live and work in La Habra if exposed to such substances as a result of fires, spills, industrial accidents, or other types of releases or

emissions. Emergency service personnel in the City have a need to know of the use and dangers of hazardous materials in the community in order to plan for and respond to potential emergencies and exposure to such materials.

Title 8, *Health and Safety*, Chapter 8.36, *Hazardous Material Disclosure*, of the La Habra Municipal Code establishes a system of disclosure that provides information essential to firefighters, health officials, planners, elected officials and other emergency service personnel in meeting their responsibilities for the health and welfare of the community. Chapter 8.36 also implements the community's right and need for basic information on the use and disposal of hazardous materials in La Habra and provides for an orderly system for the provision of such information.

City of La Habra Municipal Code, Title 15 (Buildings and Construction), Chapter 15.46 (Fire Code)

Title 15, *Buildings and Construction*, Chapter 15.46, *Fire Code,* adopts and incorporates by reference Title 23 (Fire Code) of the Los Angeles County Code as amended in 2010; the 2010 California Fire Code; and the 2009 International Fire Code, which has been incorporated into the 2010 California Fire Code and the 2010 Los Angeles County Fire Code.

City of La Habra Municipal Code, Title 18 (Zoning), Chapter 18.58 (Hazardous Waste Facility)

Title 18, *Zoning*, Chapter 18.58, *Hazardous Waste Facility*, of the La Habra Municipal Code establishes uniform standards, land use regulations, and a permit process for controlling the location, design, maintenance and safety of offsite hazardous waste facilities. The specific requirements of Chapter 18.58 are applicable to the siting and development of offsite hazardous waste treatment, storage, transfer, and disposal facilities. Chapter 18.58 also implements general plan policies regarding hazardous waste management facilities pursuant to Assembly Bill 2948, Senate Bill 477, Section 6.5 of the California Health and Safety Code, and Program A-3 in the Orange County Hazardous Waste Management Plan.

City of La Habra Hazard Mitigation Plan

The City of La Habra and other local districts are required to adopt a state approved Multi-Hazard Mitigation Plan per the Disaster Mitigation Act of 2000 (DMA 2000, Public 106-390-Oct.30, 2000). The La Habra Hazard Mitigation Plan (HMP) (October 2007) provides a strategic planning tool for the reduction or prevention of injury and damage from hazards identified within the City. The City's Hazard Mitigation Goals and Objectives identify a range of specific strategic potential actions to achieve the respective Goals and/or Objectives. The primary goal related to hazardous waste as identified in the La Habra HMP is to reduce vulnerability to hazardous material releases by identifying and regulating hazardous material facilities.

City of La Habra Hazard Emergency Response Plan

The City's Emergency Response Plan (ERP) (August 2005) determines the actions to be taken by the City to prevent disasters where possible, reduce the vulnerability of residents to any disasters that cannot be prevented, establish capabilities for protecting citizens from the effects of disasters, respond effectively to the actual occurrence of disasters, and provide for recovery in the aftermath of any emergency involving extensive damage or other debilitating influence on the normal pattern of life within the community. The

response procedures and organization strategies provided in the ERP are a step-by-step guide to response and operations during the aforementioned events. The City of La Habra planning area is exposed to hazardous waste incidents, which have the potential to disrupt the community and cause localized damage and severe injury or disability.

5.6.1.2 EXISTING SETTING

Hazardous Materials Use

Hazardous materials are routinely used in industrial, manufacturing, and commercial businesses, as well as in hospitals and households. La Habra is home to over a dozen smaller manufacturing facilities, several more industrial production facilities, large commercial corridors with retail businesses, and 18,977 households in 2010. Underground storage tanks (UST), primarily associated with retail gasoline stations, are present throughout the planning area generally along Whittier Boulevard, La Habra Boulevard, Lambert Road, and Imperial Highway running east–west and Beach Boulevard and Harbor Boulevard running north–south. According to the State Water Resources Control Board (SWRCB) GeoTracker database, there are 100 permitted UST facilities in the La Habra planning area. These tanks are required to be permitted and inspected by the Orange County Health Care Agency (HCA) Environmental Health Division.

Hazardous Waste

The primary sources of hazardous waste originating in the La Habra planning area are from automotive and transportation-related businesses, dry cleaners, and industrial facilities. Businesses generating between 100 and 1,000 kilograms (approximately 220 to 2,200 pounds) of hazardous waste per month ("small quantity generators") and businesses that generate more than 1,000 kilograms (2,200 pounds) of hazardous waste, or over 1 kilogram (2.2 pounds) of acutely hazardous waste per month ("large quantity generators") must operate in compliance with the federal RCRA and HSWA laws and regulations.

Nearly 45 small quantity generators—automotive shops, automotive dealership, printing company, dry cleaners, a building materials supplier, a high school district bus transit facility, and gas stations—were found in operation within La Habra. The primary wastes generated by these facilities are used waste oils and hazardous solvents. Hazardous wastes from these facilities are removed and transported out of La Habra to disposal and/or treatment sites that are licensed by the state. There was no large-quantity hazardous waste generators found to be still operating in the planning area.

Household Hazardous Waste

Household hazardous waste (e.g., paint, oil, batteries, oil filters, household chemicals, and household cleaners) can be harmful if not handled properly. The City encourages homeowners to dispose of household hazardous waste at collection centers. Orange County has four household hazardous waste collection centers for Orange County residents and the nearest center for La Habra residents is in Anaheim at the CVT Recycling Center located at 1071 North Blue Gum Street. Five automotive service businesses in La Habra provide used oil recycling drop-off centers where residents can recycle used oil: Kragen Auto (1621 W. Whittier Boulevard), Firestone (1071 S. Beach Boulevard), Pep Boys (125 W. Imperial Highway), and Auto

Zone (1200 W. Imperial Highway). The City's contracted waste hauler, Waste Management of Orange County, in collaboration with the City's Public Works Department, also conducts annual household hazardous waste community clean up events where residents can bring their items to the La Habra Public Works City Yard. Additionally, it should be noted that specific household hazardous waste generation rates for the City of La Habra were not found.

Existing Hazardous Material Sites

The oversight of hazardous materials release sites often involves several different agencies that may have overlapping authority and jurisdiction. The DTSC and the RWQCB are the two primary state agencies responsible for issues pertaining to hazardous materials release sites. Air quality issues related to remediation and construction at contaminated sites are also subject to federal and state laws and regulations that are administered at the local level. Investigation and remediation activities that would involve potential disturbance or release of hazardous materials must comply with applicable federal, state, and local hazardous materials laws and regulations. DTSC has developed standards for the investigation of sites where hazardous materials contamination has been identified or could exist based on current or past uses. The standards identify approaches to determining if a release of hazardous wastes/substances exists at a site and delineating the general extent of contamination; estimating the potential threat to public health and/or the environment from the release and providing an indicator of relative risk; determining if an expedited response action is required to reduce an existing or potential threat; and completing preliminary project scoping activities to determine data gaps and identifying possible remedial action strategies to form the basis for development of a site strategy.

Historical and current land uses in which hazardous materials were used have the potential to cause environmental contamination (soil and water) as a result of inadvertent releases, improper disposal methods, or if the materials were used before the enactment of laws and regulations governing the use. The sites in the La Habra planning area that are being investigated and/or cleaned up are described below, based on information contained in government agency databases and readily available reports. Although not described below, Vista Grande Park was previously a dump site. Since the City does not know what potential contaminants are buried at this site, there is on-going monitoring for groundwater contamination and air quality at Vista Grande Park.

Hazardous Materials Cleanup Sites

The DTSC maintains a database containing information on properties in California where hazardous substances have been released, or where the potential for a release exists. This database is known as EnviroStor (replaced the database formerly known as "CalSites") and is one of a number of lists that comprise the "Cortese List" (a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5). EnviroStor provides a brief history of cleanup activities, contaminants of concern, and scheduled future cleanup activities. Table 5.6-1, *Hazardous Materials Cleanup Sites in La Habra*, lists eight sites found in the City of La Habra on the EnviroStor database. None are currently active sites.

Table 5.6-1 Hazardous Materials Cleanup Sites in La Habra

Site Name	Address	Cleanup Status	Site Type
76 Station (#3494)	100 E. Whittier Blvd.	Refer: 128 Local Agency	Evaluation
Bird Building Materials	311 E. 4th Ave.	Refer: 128 Local Agency	Evaluation
Chevron Research Facility	1100 S. Beach Blvd.	Refer: 128 Local Agency	Evaluation
La Habra Westbridge Plaza	1380 S. Beach Blvd.	Refer: 128 Local Agency	Evaluation
Crosby Fruit Products Co.	300 S. Main St.	No Further Action	Historical
La Habra High School	801 W. Highlander Ave.	No Further Action	School Investigation
Sonora High School	401 S. Palm St.	No Further Action	School Investigation
Arnold Circuits	310 E. 4th Ave.	Refer Other Agency	Historical/Tiered Permit

Source: DTSC 2011.
Notes:
No Further Action" indicates a completed site where DTSC determined after investigation, that the property does not pose a problem to public health or the environment.
Inactive-Needs Evaluation" identifies non-active sites where DTSC has determined a PEA or other evaluation is required.
"Refer: 1248 Local Agency" identifies sites that were referred to a local agency (through the SB 1248 determination process) to supervise the cleanup of a simple waste release.
Refer: Other Agency" identifies sites that, based on limited information available to DTSC, appear to be more appropriately addressed by another state or local environmental regulatory agency.

Leaking Underground Storage Tanks

Prior to comprehensive regulation beginning in the early 1980s, older underground storage tanks—primarily used for gasoline—were single-walled steel tanks. The State of California now requires replacement of older tanks with new double-walled tanks with flexible connections and monitoring systems; however, many of the older tanks have leaked as a result of corrosion and detached fittings. Extensive federal and state legislation addresses USTs, including replacement and cleanup. The SWRCB has been designated the lead regulatory agency in the development of UST regulations and policy. State law and regulations pertaining to USTs are in the California Health and Safety Code, Chapter 6.7, and CCR Title 23, commonly referred to as the "California Underground Storage Tank Regulations." State programs include leak reporting and investigation regulations, and standards for cleanup and remediation. UST cleanup programs exist to fund the remediation and contaminated soil and groundwater caused by leaking tanks. California's program is more stringent than the federal program, requiring that all tanks be double-walled, and prohibiting gasoline delivery to non-compliant tanks.

Locally, the Orange County HCA Environmental Health Division has been designated by the County Board of Supervisors as the agency to enforce the UST program. The HCA Underground Storage Tank Program regulates approximately 7,000 of the 9,500 underground tanks in Orange County, with the exception of USTs in the cities of Anaheim, Fullerton, Orange, and Santa Ana. HCA's comprehensive program includes conducting regular inspections of underground tanks, oversight of new tank installations, issuance of permits, regulation of repair and closure of tanks, ensuring the mitigation of leaking underground storage tanks, pursuing enforcement action, and educating and assisting the industries and general public about the laws and regulations governing underground storage tanks.

The SWRCB maintains a listing of leaking underground storage tank (LUST) cleanup sites and remediation actions occurring within the City on the GeoTracker database. As of January 14, 2011, there were 89 cases in

the planning area listed in the LUST database. Of these, 16 are active open cases. Table 5.6-2, *Leaking Underground Storage Tank Cleanup Sites in La Habra*, lists active LUST sites.

Table 5.6-2 Leaking Underground Storage Tank Cleanup Sites in La Habra

Facility	Address	Cleanup Status	Potential Contaminants of Concern
Tosco – 76 #3494	100 E. Whittier Blvd.	Open – Assessment and Interim Remedial Action	Gasoline
Target Enterprises	681 S. Beach Blvd.	Open – Assessment and Interim Remedial Action	Gasoline
Mobil #18-F34	1124 E. La Habra Blvd.	Open – Remediation	Gasoline, Waste Oil/Motor/Hydraulic/Lubricating
Mobil #18-H9N	1199 S. Beach Blvd.	Open – Remediation	Gasoline
Rapid Gas Station #25	601 W. Imperial Hwy.	Open – Remediation	Gasoline
G&M Oil #03	110 S. Harbor Blvd.	Open – Remediation	Gasoline
Tosco – 76 #5277	750 N. Harbor Blvd.	Open – Remediation	Gasoline
Thrifty Oil #301/ARCO #9675	101 E. Whittier Blvd.	Open – Remediation	Gasoline
		Open – Site Assessment	Gasoline
Chevron #9-6496	1950 W. Imperial Hwy.	Open – Site Assessment	Gasoline
Mark C. Bloome Tire Center	2000 W. Whittier Blvd.	Open – Site Assessment	Gasoline
Shell Oil	101 W. Imperial Hwy.	Open – Site Assessment	Gasoline
CVS	777 S. Harbor Blvd.	Open – Verification Monitoring	Chlorinated Hydrocarbons, Diesel, Gasoline, Waste Oil/Motor/Hydraulic/Lubricating
Mobil #18-KA8	1701 W. Whittier Blvd.	Open – Verification Monitoring	Gasoline, Waste Oil/Motor/Hydraulic/Lubricating
Mobil #18-E13	1950 W. La Habra Blvd.	Open – Verification Monitoring	Gasoline
Chevron #9-9737	2001 W. La Habra Blvd.	Open – Verification Monitoring	Gasoline

Source: Atkins 2013; SWRCB 2011.

Comprehensive Environmental Response, Compensation, and Liability Information System, "Superfund," or Other Listed Sites

As discussed above, CERCLA is a regulatory or statute law developed to protect the water, air, and land resources from the risks created by past chemical disposal practices. As of January 2011, there are no "active" National Priority List (NPL) sites within the planning area listed in the CERCLIS system; however, there are four sites listed as archived with a status of "Not NPL": Arnold Circuits (310 E 4th Avenue), Chevron Oil Field Research Co (3282 Beach Blvd.), Crosby Fruit Products Co. (300 South Main Street), and Delst, Inc. (540 East Jamie Avenue). These No Further Remedial Action Planned (NFRAP) sites do not qualify for the NPL based on existing information.

Hazardous Materials Incidents

The ongoing use and production of hazardous materials in La Habra pose real threats to the safety of the community. An accidental release of a hazardous substance into the environment has the potential to cause localized or widespread upset. Accidents, which result in chemical clouds or release of hazardous materials

into public water or sewer systems, may affect outlying neighborhoods or the community at large. Depending upon the scale of the accident, large segments of the residential and the business populations may need to be evacuated quickly for extended periods of time. Effective emergency planning with regard to hazardous materials, therefore, requires the concentrated efforts of the fire and police departments as well as other public safety officials and private organizations, such as the Red Cross.

The City of La Habra HMP identified hazardous materials release as a "moderately low" hazard with the potential to occur fewer than once every 50 years. Moderate building damage in a localized area, the potential for severe injury or disability, and minor loss of water, gas, electricity, sanitation, and roads are the anticipated consequences.

Emergency Response

The City of La Habra contracts with the LACoFD for fire suppression, emergency medical, and other support services within the La Habra planning area, including first-response to hazardous materials spills.

Hazardous Materials Transportation

The ongoing transportation of hazardous materials in and through the City poses a constant threat to the safety of the community. Trucking on highways and local streets is the most common method of transporting hazardous substances and hazardous waste in and around the City of La Habra. With the exception of high-level radioactive materials and certain poisons and explosives, all classes of hazardous materials can be transported on major roadways within and adjacent to the planning area. The 57 Freeway (Orange Freeway) to the east of La Habra and State Route (SR) 39 (Beach Boulevard), SR-72 (Whittier Boulevard), and SR-90 (Imperial Highway) that intersect the City are the primary roadways on which hazardous materials are transported to, from, and through the planning area. Due to the volume of traffic and the nature of the materials transported, there is a heightened risk of a hazardous material leak or spill in La Habra.

Railroads

The City of La Habra is bisected in an east–west direction by a Union Pacific Railroad (UPRR) line, in addition to a railroad spur west of and parallel to Harbor Boulevard running south of Imperial Highway. UPRR runs one freight train per day in each direction. Land uses along the rail line are at grade and generally include industrial warehouses and some residential neighborhoods. Crossings are also at grade.

Any shipper that chooses to use rail to transport hazardous materials may do so, provided the shipper and rail car(s) transporting the materials meet all federal rail safety rail transportation requirements for hazardous materials. The number of cars carrying hazardous materials on the rail lines through the planning area at any one time varies from train to train, as do the types and amounts of hazardous materials transported between origins and destinations. While the shippers and the railroads maintain comprehensive records where a rail car (including pressurized tanks carrying hazardous materials) is at any time, this information is not published or readily available to the general public.

Wildland Fire Hazards

A wildland fire generally occurs in forests or other typically uninhabited areas and is fueled primarily by natural vegetation. Wildland fires often begin unnoticed, spread quickly, and are usually signaled by dense smoke that may fill the area for miles around. The major factors that contribute significantly to wildland fire behavior are slope and topography, vegetation acting as fuel, and weather.

Slope and Topography

Slope is the rise or fall in the terrain measured in the number of feet change per 100 feet of horizontal distance and is expressed as a percentage. The National Fire Danger Rating System (NFDRS) groups slope into five classes:

1. 0–25 percent
2. 26–40 percent
3. 41–55 percent
4. 56–75 percent
5. Greater than 75 percent

Slope effects fire threat significantly because when all other factors are held constant, every increase in slope class doubles the rate at which the fire will spread. South-facing slopes are also subject to greater solar radiation, making them drier and thereby intensifying wildland fire behavior. The City's HMP cites the majority of slope conditions in the La Habra planning area are between 0 and 10 percent, or no greater than 25 percent.

Fuel

Weight and volume are the two methods of classifying fuel, with volume also referred to as fuel loading (measured in tons of vegetative material per acre). Each fuel is assigned a burn index (the estimated amount of potential energy released during a fire), an estimate of the effort required to contain a wildland fire, and an expected flame length. The Fuel Rank is a tool that has been developed to identify regions with vegetation that are particularly vulnerable to wildfires. The fuel models represent the most common or hazardous vegetation types. The fuel rank throughout the City of La Habra planning area is determined to be "moderate," and the fuel rank for the community of La Habra Heights to the north is "high."

The NFDRS also develops maps to identify regions with vegetation that are particularly vulnerable to wildfires and is based on ground sample data and review by fire managers throughout the United States. The fuel models represent the most common or hazardous vegetation types occurring in the areas designated on the map. According to the Fuel Model Map developed by NFDRS, La Habra lies within the "barren" fuel model, which decreases City of La Habra's vulnerability to wildfires. See Figure 5.6-1, *Fire Hazard Severity Zones*, for an illustration of the fire hazard within the La Habra planning area.

Weather

Variations in weather conditions have a significant effect on the occurrence and behavior of wildfires. Firestorms that occur during extreme weather (e.g., high temperatures, low humidity, and high winds) have high intensity, making fire suppression virtually impossible. These events typically burn until the conditions change or the fuel is exhausted. The NFDRS recognizes that vegetation adapts to the general climate of the area and that some of these characteristics affect seasonal fire danger.

The NFDRS uses four climate classes, numbered 1 through 4. Class 1 represents arid or semi-arid desert (i.e., sparse grass and scattered shrubs) and steppe (i.e., short grass and shrubs) vegetation characteristics. Class 2 represents the semi-humid climate where summertime moisture is deficient. Class 3 represents the semi-humid climate where summertime precipitation is adequate to sustain plant growth most of the season (typical of the mountains west and the area east of the Mississippi River). Class 4 represents the wet coastal areas where summertime precipitation and fog are common (typical of the Pacific Coast). The La Habra planning area is identified with climate Class 2.

Historical Wildland Fires

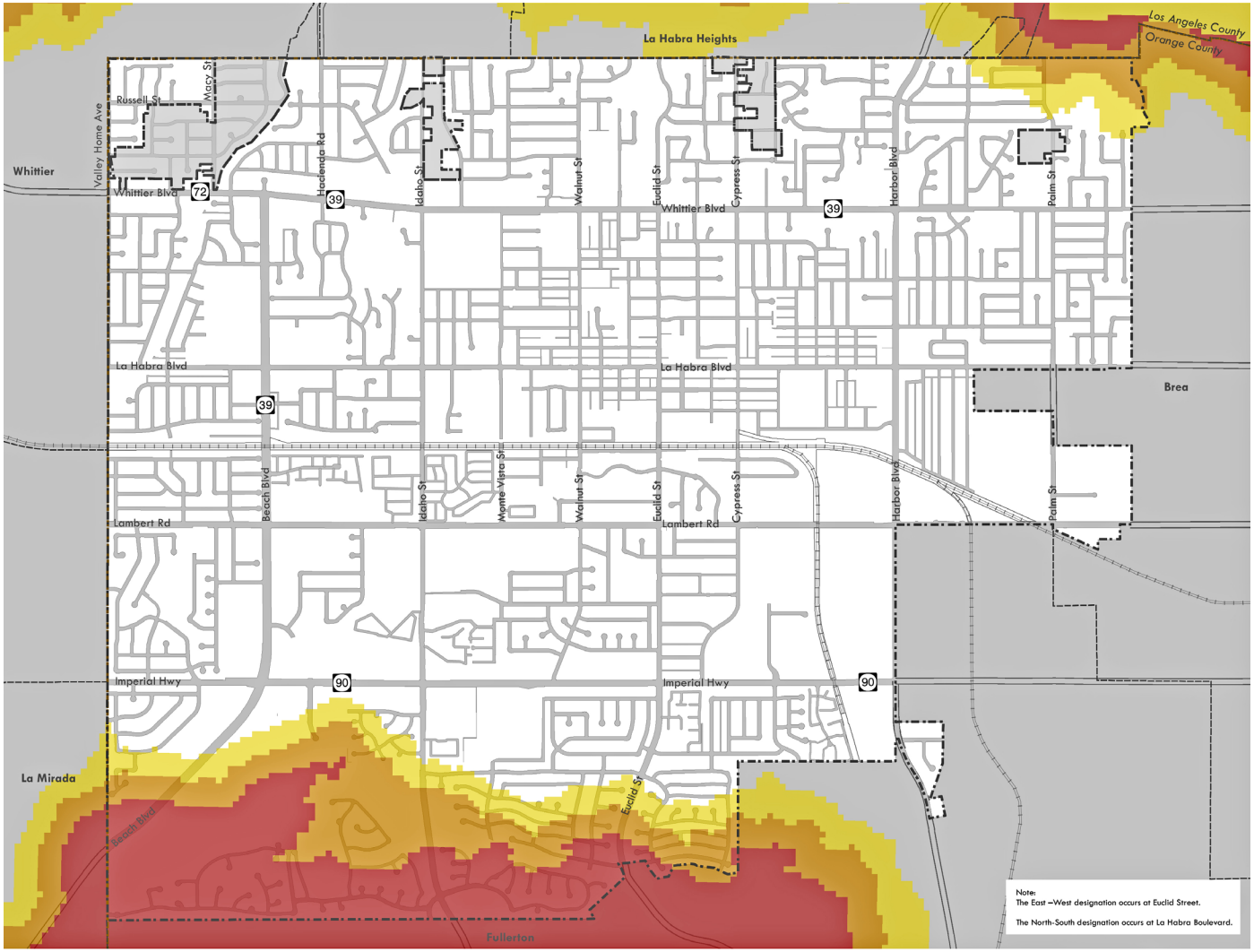
To help protect people and their property from potential catastrophic wildfire, the National Fire Plan directs funding to be provided for projects designed to reduce the fire risks to communities. A fundamental step in achieving this goal was the identification of communities that are at high risk of damage from wildfire. Communities are classified as High Risk if they are located within the wildland-urban interface or the area where homes and wildlands intermix. Although the City of La Habra has not undergone a wildland fire and is not classified in the "Communities at Risk" list, the neighboring City of La Habra Heights to the north is a community at risk and subject to wildland fires. A fire in La Habra Heights could potentially spread south with the potential for an extreme event impacting La Habra.

Assessing Vulnerability

The NFDRS was developed to incorporate the relationship between various fuels, weather, topography, and risk conditions into a qualitative danger rating. According to the NFDRS, the adjective class rating for the La Habra planning area is "low;" however, the maps are updated on a daily basis, and a map from March 2005 showed the City with a "moderate" adjective class rating.

As a second source of information, the City of La Habra Hazard Mitigation Plan identified wildland fire risk as a "moderately high" hazard with moderate warning time and the potential to occur between once every 8 years and once every 50 years. Extensive building damage in a localized area; widespread loss of water, gas, electricity, sanitation, and roads; and potential loss of life are the anticipated consequences. Secondary impacts could include potential evacuations and increased water supply demand. As mentioned previously, a wildfire in the City of La Habra Heights to the north potentially has the greatest fire threat impact to the La Habra planning area; however, a mandatory vegetation management program is in place within La Habra Heights to mitigate wildlife damage.

Fire Hazard Severity Zones



Legend

Fire Hazard

- Very High
- High
- Moderate
- County Boundary
- La Habra City Limits
- Railroad

0 0.5
Scale (Miles)

Source: Atkins 2012

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Figure 5.6-1, *Fire Hazard Severity Zones*, illustrates a third source of information—California Department of Forestry and Fire Protection (CAL FIRE)—concerning the fire hazard within the La Habra planning area. The fire threat is shown as "very high" in the south/southwestern portion of the planning area within the hillsides of the Coyote Hills and gradually tiers down to a "high" and "moderate" threat designation as the slopes decrease heading north. In addition, areas of "moderate" and "high" fire threat are shown in the northeastern corner of the planning area associated with the Puente Hills, adjacent to the City of La Habra Heights, which has fire threat areas designated "very high."

Fire Prevention and Suppression Services

The City of La Habra contracts with LACoFD for fire suppression and emergency medical services and other support services, including wildland fire control. The LACoFD serves 4.1 million residents in a 2,305-square-mile service area and comprises 169 stations, staffed 24 hours a day, 365 days a year. LACoFD is a full-service fire department that provides fire protection, emergency medical services, hazardous materials response, and other life safety services for all unincorporated county areas and the cities of La Mirada, Whittier, and Norwalk, in addition to La Habra. The four fire stations that service the City are listed below. Refer to Section 5.11, *Public Services* for additional discussion of fire protection services.

- Fire Station 191: 850 W. La Habra Blvd
- Fire Station 192: 520 S. Harbor Blvd
- Fire Station 193: 1000 W. Risner Way
- Fire Station 194: 13540 S. Beach Blvd, La Mirada, CA

The LACoFD Fire Prevention Division focuses on educating the community about the benefits of proper safety practices and identifying and eliminating all types of hazardous conditions that pose a threat to life, the environment, and property. The LACoFD Forestry Division is responsible for the review of environmental documents related to development and protection of oak tree resources, development of vegetation management plans and proposals, coordination of wildland fire planning, enforcement of the Department's brush clearance program, and review of fuel modification plans. Technical activities that the Forestry Division is involved with include the use of Geographic Information Systems (GIS) to map wildland fires and provide assessments of limited natural resources. The Forestry Division also oversees development and staffs the Department's Infrared and Fire Mapping Program.

5.6.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

H-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

H-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

H-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substance, or waste within one-quarter mile of an existing or proposed school.

H-4 Be located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

H-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would result in a safety hazard for people residing or working in the project area.

H-6 For a project in the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.

H-7 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

H-8 Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to the urbanized areas or where residences are intermixed with wildlands.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold H-5
- Threshold H-6
- Threshold H-7

These impacts will not be addressed in the following analysis.

5.6.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.6.1: Buildout in accordance with the General Plan Update would involve the transport, use, and/or disposal of hazardous materials. [THRESHOLDs H-1, H-2, and H-3]

Impact Analysis: Routine transport, use, and disposal of hazardous materials would be associated with new development, redevelopment, and demolition activities permitted under the General Plan Update. Commercial project operations would involve the use of hazardous materials including solvents, cleaning agents, paints, and pesticides. However, these would generally be materials that, when used correctly, would not result in a significant hazard to residents in the planning area. Industrial-grade chemicals would also continue to be transported, used, and disposed of consistent with current industrial operations in the City. In

general, implementation of the General Plan Update would increase the number of businesses and residents in the City, thereby increasing the amount of hazardous materials being transported, stored, and manufactured, and the amount of people being exposed to these materials. While businesses/users are required by federal, state, and local regulations to properly transport, use, and dispose of hazardous material within the City, it is possible that upset or accidental conditions may arise that result in the release of hazardous materials into the environment.

In addition to hazardous materials transported and/or used by local businesses, hazardous materials may be transported through the community to and from locations outside the City. According to the National Hazardous Materials Route Registry maintained by the Federal Motor Carrier Safety Administration (a division of the U.S. Department of Transportation), no routes in or near La Habra are designated as "preferred," "permitted," or "recommended" for transport of hazardous materials (USDOT 2008). As a result, there are no roads in the planning area that pose an exceptionally high potential for spills or leaks from nonstationary sources. Although local roadways can be used for delivery and pickup of hazardous materials and wastes to or from a specific location, the CHP and Caltrans enforce hazardous materials transportation regulations in regards to these activities. Hazardous materials may also be transported through La Habra on trains using the UPRR. Although many land uses in the planning area are at grade with the railway, UPRR runs only one freight train per day in each direction, and shippers transporting hazardous materials must meet all federal rail safety requirements.

The General Plan Update contains a set of policies, listed in Section 5.6.4 below, that comprehensively address the transport, use, and disposal of hazardous materials in La Habra. Implementation of Policies HW 1.1 through HW 1.11 would prevent adverse impacts relating to the use and transport of hazardous materials, including those transported by train (Policy HW 1.10) and those that should not be located near schools (Policy HW 1.11). Policies HW 2.1 through HW 2.3 ensure that La Habra residents are protected from hazardous conditions relating to energy infrastructure. Policies HW 3.1 through HW 3.10 ensure that household hazardous waste generated in La Habra is properly collected, handled, and disposed.

Three public school districts currently serve the City of La Habra: the La Habra City School District, the Lowell Joint School District, and the Fullerton Joint Union High School District. Development in accordance with the General Plan Update would allow development of vacant land, intensification of existing land uses, and the introduction of new land uses on parcels throughout the City. These land use changes may result in impacts related to the emission or handling of hazardous materials near schools. For new school sites that receive state funding or for existing school sites with new construction, the DTSC oversees school site approval for potential hazards in soil at the site or from potential hazardous waste impact from nearby parcels. California Department of Education oversees the evaluation of air quality hazards within a ¼ mile of permitted and nonpermitted hazardous emission sources to new and expanding school sites.

Redevelopment under the General Plan may involve demolition of older buildings that contain ACM or lead-based paint (LBP). Future development requiring demolition would be required to comply with the California Health and Safety Code, OSHA, and South Coast Air Quality Management District (SCAQMD) Rule 1403 related to removal of ACMs and LBPs. Compliance would require the preparation of LBP and ACM surveys for any building demolitions and appropriate remediation measures for removal of LBP and ACM during

demolition activities. In addition, the General Plan Update contains policies that address asbestos management (see Policies WR 3.5 and WR 3.6).

Existing regulations with respect to hazardous materials transportation, management, and disposal are designed to be protective of human health. The RCRA, EPCRA, state regulations, provisions of the La Habra Municipal Code, and policies in the General Plan Update all minimize potential hazardous material impacts. Therefore, no significant hazards impacts to the public or environment through the routine transport, use, or disposal of hazardous waste/materials is anticipated as a result of the proposed project.

IMPACT 5.6-2: Areas of the planning area are included on a list of hazardous materials sites. [THRESHOLD H-4]

Impact Analysis: Based on the review of the environmental data resources database report included the *Technical Background Report for the City of La Habra General Plan Update* (see Appendix C), there are numerous businesses or locations in the planning area that have had historical releases of hazardous substances to the environment and/or are undergoing environmental investigation or remediation. Database searches identified the following types of sites in the City. Listing does not imply that sites are contaminated or require remediation. Some sites listed may have been granted site closure by a regulatory agency.

- 100 permitted underground storage tank facilities
- 45 small-quantity generators and no large-quantity generators of hazardous waste
- 8 hazardous materials cleanup sites as listed in DTSC's EnviroStor database, none of which are active
- 89 leaking underground storage tanks as listed in the GeoTracker LUST database, including 16 active open cases
- 1 site that is listed by the EPA Toxic Chemical Release Inventory System (EPA 2013)
- No NPL/Superfund sites within the planning area (four sites are listed as archived)

Due to the fact that there are sites undergoing investigation and/or remediation within the City, impacts from hazardous substance contamination on or adjacent to specific project developments in the City may occur. Future development in accordance with implementation of the General Plan Update may be impacted by hazardous substance contamination remaining from historical operations on a particular site that may pose a significant health risk. However, properties contaminated by hazardous substances are regulated at the federal, state, and local levels and are subject to compliance with stringent laws and regulations for investigation and remediation. For example, compliance with the CERCLA, RCRA, California Code of Regulations, Title 22, and related requirements would remedy any potential impacts caused by hazardous substance contamination. Therefore, impacts resulting from buildout of the General Plan Update would be less than significant upon compliance with existing laws and regulations.

IMPACT 5.6-3: La Habra is within Moderate, High and Very High fire hazard zones and could expose structures and/or residences to fire danger. [Threshold H-8]

Impact Analysis: A wildland fire is an uncontrolled fire in areas of little or no development. However, these fires can quickly spread to the urban/wildland interface where development meets expanses of vegetative fuels. Although the City of La Habra has not undergone a wildland fire and is not classified in the CAL FIRE "Communities at Risk" list, the neighboring City of La Habra Heights to the north is a community at risk and subject to wildland fires. A fire in La Habra Heights could potentially spread south with the potential for an extreme event impacting La Habra.

As shown in Figure 5.6-1, CAL FIRE classifies the fire threat in La Habra as "very high" in the south/southwestern portion of the planning area within the Coyote Hills. The fire threat gradually tiers down to "high" and "moderate" designations as you travel on the northern downslope from the Coyote Hills. In addition, areas in the northeastern corner of the planning area associated with the Puente Hills and adjacent to the City of La Habra Heights are considered to have a "moderate" and "high" fire threat. Areas of La Habra Heights immediately north of La Habra are also designated as "very high" fire threat.

As described above, fire suppression services in La Habra are provided by the LACoFD. To help protect the City and its residents from fire hazards, the City of La Habra and the County of Los Angeles have building and fire codes that must be followed. The fire chief may also use his/her authority to instate certain building, planning, or landscaping requirements. The City of La Habra addresses the issue of weeds and other vegetation as a potential fire hazard and identifies the steps that the City takes to abate this hazard in Chapter 8.20 of the City's Municipal Code. Specifically, the City considers it unlawful and a nuisance for a property to have weeds, rubble, refuse, or any flammable material which constitutes a fire hazard. The Director of Public Works, Fire Chief, or his/her designee has the authority to give the property owner of record a notice of violation requiring him/her to abate the hazard. If the owner does not abate the hazard during the time period specified in the notice, the City may take further action to reduce the fire hazard, and may impose a tax lien on the property to recover expenses incurred by the City during abatement of the hazard.

Additionally, the City of La Habra has adopted the 2010 California Fire Code, as amended by the county, a modification of the International Fire Code. These codes are revised on a triennial cycle. Provisions include sprinkler and fire hydrant requirements in new structures and remodels, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains. The fire chief is authorized and directed to enforce the provisions of the California Fire Code throughout the City. The City has also adopted the most recent (currently 2010) version of the California Building Code that includes sections on fire-resistant construction material requirements based on building use and occupancy. The construction requirements are a function of building size, purpose, type, materials, location, proximity to other structures, and the type of fire suppression systems installed.

Implementation of Policies NH 2.1 through NH 2.5 of the proposed General Plan would, like the fire codes listed above, minimize potential wildfire impacts in La Habra. Policies NH 2.1 through NH 2.3 emphasize the importance of managing the physical composition and accessibility of the urban/wildland interface, while Policy NH 2.4 addresses interagency cooperation in the prevention of wildland fire hazards. Policy NH 2.5

promotes education of the public on fire prevention techniques. Successful implementation of policies in the Emergency Preparedness section of the Community Safety chapter would also minimize impacts of wildfires by ensuring that adequate emergency services are provided in La Habra in the event that a fire occurs.

Because the State of California, County of Los Angeles, and City of La Habra require adherence to building codes and review by the fire department to reduce fire hazards, impacts on fire hazards resulting from implementation of the General Plan Update would be less than significant.

5.6.4 Relevant General Plan Policies

Community Development

Land Use

LU 4.8 **Hazardous Uses.** Prohibit or effectively control land uses which pose potential environmental hazards to La Habra's neighborhoods and districts.

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.

Infrastructure

Solid Waste Management and Recycling

WR 1.4 **Waste Diversion.** Require recycling, composting, and waste separation to reduce the volume and toxicity of solid wastes sent to landfill facilities, with the objective of diverting non-hazardous waste through source reduction, reuse, and recycling.

WR 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.** Manage infectious waste generators, treatment, and water management through:

- identifying infectious waste generators and encouraging their use of recyclable (e.g., launderable) materials wherever possible;
- supporting the County landfills to ensure that all infectious waste loads, including small quantity amounts, have been properly treated to render the infectious waste a solid waste; and
- continuing existing programs for informing, training, investigating, and enforcing infectious water management of large and small quantity generators.

WR 3.5 **Asbestos Management at Landfills.** Continue to support County landfills that accept asbestos waste with the enforcement of asbestos management methods (e.g., wetting, bagging, or otherwise containing) according to specific landfill operation practices.

WR 3.6 **State and Regional Coordination of Asbestos Waste and Abatement.** Coordinate with the California Department of Health Services (DHS) regarding progress of asbestos waste treatment alternatives as they relate to asbestos land ban treatment standards and the South Coast Air Quality Management District (SCAQMD) in the enforcement of its regulations on asbestos abatement in demolition and modification of buildings.

WR 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.

Community Services

Air Quality and Climate

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).

Community Safety

Natural Hazards

NH 2.1 **Urban/Wildland Interface.** Locate, design, and construct development within or adjacent to areas subject to high wildland fire risks, such as La Habra's hillsides, to standards that reduce exposure and potential impacts.

NH 2.2 **Open Space Fire Suppression Access.** Ensure existing access points to La Habra's open space areas are maintained for fire suppression.

NH 2.3 **Fuel Modification and Vegetation Management Review.** Continue to support the City's fire service provider's review of new development to assure it complies with fuel modification requirements, creation of defensible space, and incorporates appropriate plantings and proper vegetation management, as applicable.

NH 2.4 **Wildland Fire Coordination.** Work with the City's fire service provider and surrounding jurisdictions that are subject to wildland fires which may impact La Habra to ensure coordinated wildland fire hazard protection and prevention services.

NH 2.5 **Wildland Fire Education.** Educate the public on wildland fire prevention techniques such as site design, landscaping, and defensible space vegetation management practices to minimize potential wildland fire hazards.

Emergency Preparedness

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.

Hazardous Waste

HW 1.1 **Hazardous Materials Response.** Maintain and periodically update the City's Hazardous Material Response Plan for the disclosure, regulation, and mitigation of the hazards created by the use, creation, storage, or on-site processing of hazardous materials.

HW 1.2 **Hazardous Waste Facility Siting.** Ensure that hazardous waste facilities transferring, treating, storing, and disposing of hazardous materials are properly sited and are compatible with surrounding land uses, in accordance with the City's Hazardous Waste Facility Ordinance and associated sections of the Orange County Hazardous Waste Management Plan.

HW 1.3 **Hazardous Material Disclosure.** Require that essential information is provided to emergency service personnel of the known use and dangers of hazardous materials present in La Habra, in accordance with La Habra's Hazardous Material Disclosure Ordinance.

HW 1.4 **Assessment of Known Areas of Contamination.** Require new development in known contamination areas to perform comprehensive soil and groundwater contamination assessments, in accordance with applicable regulations, and if contamination exceeds regulatory levels, require new development to undertake remediation procedures consistent with county, regional, and state regulations prior to any site disturbance or development.

HW 1.5 **Remediation of Known Sites.** Require that businesses and property owners of known hazardous materials contamination and waste sites develop and implement a remediation plan to investigate, facilitate, and manage the cleanup in coordination and compliance with Orange County, state, and/or appropriate federal agency requirements including the California Department of Toxic Substances Control (DTSC).

HW 1.6 **Hazardous Materials Business Plan.** Require that owners and/or operators of facilities that handle hazardous materials or a mixture containing hazardous materials having a quantity equal to or greater than 55 gallons for liquid, 500 pounds for solids, or 200 cubic feet of gas complete a Hazardous Materials Business Plan (HMBP) to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to possible hazardous materials emergencies pursuant to the California Hazardous Materials Release Response Plans and Inventory Law (Business Plan Act).

HW 1.7 **Project Review.** Review all proposed development projects that manufacture, use, or transport hazardous materials and waste in coordination with appropriate state and federal agencies.

HW 1.8 **Best Practices and New Technologies.** Encourage industries, businesses, and residents to utilize best practices and technologies to reduce the use of hazardous materials and generation of hazardous wastes.

HW 1.9 **Hazardous Materials Transport.** Coordinate with Orange County and other relevant agencies to enforce applicable state and local laws regulating the transport of hazardous materials through the City of La Habra including the restriction of hazardous materials transport to designated routes.

HW 1.10 **Railroad Shipments.** Work with the railroad company to identify hazardous wastes shipped though La Habra and confirm programs to ensure public safety.

HW 1.11 **School Siting.** Cooperate with local school districts in enforcing, as appropriate, the California Education Code sections that outline the requirements of siting school facilities near or on known or suspected hazardous materials sites, or near facilities that emit hazardous air emissions, handle hazardous or acutely hazardous materials, substances, or waste.

HW 2.1 **Safe Infrastructure.** Work with utility and infrastructure providers to ensure the proper design, location, and maintenance of energy related infrastructure such as petroleum and high pressure natural gas lines to protect the community from the potential dangers of damaged or compromised facilities.

HW 2.2 **Sufficient Setbacks.** Work with utility and infrastructure providers to ensure sufficient setbacks for energy related infrastructure from sensitive uses such as schools and day care facilities, residential, and medical care facilities.

HW 2.3 **Emergency Response.** Ensure the City's Emergency Response Plan adequately addresses the impacts and response to a damaged or compromised petroleum or high pressure natural gas fuel line in La Habra.

HW 3.1 **Household Hazardous Waste Program.** Provide incentives, when available, to encourage source reduction of hazardous wastes through the City's Household Hazardous Waste Program.

HW 3.2 **Hazardous Waste Collection.** Encourage La Habra residents to safely dispose of household hazardous waste such as batteries and paints and E-waste at community collection events or at designated Orange County collection centers.

HW 3.3 **Used Motor Oil.** Encourage La Habra residents to safely dispose of used motor oil at the certified oil recycling centers in the City.

HW 3.4 **Community Education.** Educate residents and businesses on the proper use, storage, and disposal of hazardous materials and products, and encourage the use of safer, nontoxic, environmentally friendly equivalents.

HW 3.5 **Monitor Hazardous Waste Disposal Practices.** Monitor household hazardous waste disposal practices in coordination with the City's Household Hazardous Waste Program.

HW 3.6 **Proper Disposal of Prescription and Over-the-Counter Medications.** Continue to collect unused and waste prescription and other over-the-counter medications at the Police Department's annual collection event and work with pharmacies in La Habra to expand their collection throughout the year for proper disposal.

HW 3.7 **Monitor Legislation.** Monitor state and federal legislation regarding household hazards waste to remain current on regulatory requirements and improve hazardous waste management methods.

HW 3.8 **Responsibility of Supplier.** Support voluntary initiatives or legislation that would decrease the toxicity of household products sold in La Habra and place more responsibility on products manufactures to pay disposal costs.

HW 3.9 **End Markets.** Identify end markets for materials with recycling potential, especially high volume materials such as latex paints.

HW 3.10 **Waste Exchange Program.** Investigate the feasibility of a waste exchange program for unusable products such as paints, cleaning products, and gardening products.

5.6.5 Existing Regulations

- California Code of Regulations, Title 22, Divisions 4 and 4.5
- California Fire Code
- California Labor Code Section 6409.1 (b)10
- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980
- Emergency Planning & Community Right-to-Know Act
- Government Code Sections 51018, 8670.25.5 (a)
- Hazardous Materials Disclosure Programs
- Health and Safety Codes Sections 25270.7, 25270.8, and 25507
- OSHA Rule 29 and Code of Federal Regulations Part 1926
- Public Utilities Code Section 7673, (PUC General Orders #22-B, 161)
- Resource Conservation and Recovery Act (RCRA) of 1976
- The Toxic Substances Control Act of 1976
- Vehicle Code Section 23112.5
- Water Code Sections 13271, 13272
- City of La Habra Hazard Mitigation Plan
- City of La Habra Hazard Emergency Response Plan

City of La Habra Municipal Code

- Title 8, *Health and Safety*, Chapter 8.36, *Hazardous Material Disclosure*
- Title 15, *Buildings and Construction*, Chapter 15.46, *Fire Code*
- Title 18, Zoning, Chapter 18.58, Hazardous Waste Facility

5.6.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and compliance with policies contained within the General Plan Update, the following impacts would be less than significant: 5.6-1, 5.6-2, and 5.6-3.

5.6.7 Mitigation Measures

No significant adverse impacts were identified and no mitigation measures would be required.

5.6.8 Level of Significance After Mitigation

Impacts would be less than significant, and no significant and unavoidable impact would occur.

5.6.9 References

Atkins. 2012, May. Technical Background Report for the City of La Habra General Plan Update.

Department of Toxic Substances Control (DTSC). 2011, January 13. EnviroStor. http://www.envirostor.dtsc.ca.gov/public/search.asp?basic=True.

State Water Resources Control Board (SWRCB). 2011, January 14. GeoTracker database. http://geotracker.swrcb.ca.gov/map/?CMD=runreport&myaddress=la+habra%2C+ca.

United States Environmental Protection Agency (EPA). 2013, July 13. Toxic Release Inventory Program. http://www2.epa.gov/toxics-release-inventory-tri-program.

United States Department of Transportation (USDOT). 2008. National Hazardous Materials Route Registry, Current List of Designated, Preferred and Restricted Routes. http://www.fmcsa.dot.gov/safety-security/hazmat/national-hazmat-Route.aspx.

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5.7 HYDROLOGY AND WATER QUALITY

This section of the Environmental Impact Report (EIR) evaluates the potential impacts to hydrology and water quality conditions in the City of La Habra and its Sphere of Influence (SOI) from implementation of the proposed General Plan Update. Hydrology deals with the distribution and circulation of water, both on land and underground. Water quality deals with the quality of surface and groundwater. Surface water is on the surface of the land and includes lakes, rivers, streams, and creeks. Groundwater is below the surface of the earth. Municipal water supplies and demands are addressed in Section 5.14, *Utilities and Service Systems*, and are not addressed in this section.

The background information and analysis in this section is based, in part, upon content found in the following technical background report produced as part of the General Plan Update:

- City of La Habra General Plan Update Technical Background Report, Atkins, May 2012.
  - Section 3.3: Stormwater/Drainage
  - Section 6.2: Watersheds and Groundwater Recharge
  - Section 7.1: Natural Hazards

A complete copy of this report is included as Appendix C to this EIR.

5.7.1 Environmental Setting

5.7.1.1 REGULATORY FRAMEWORK

Safe Drinking Water Act

The Federal Safe Drinking Water Act (SDWA) provides regulations on drinking water quality in La Habra. The SDWA gives the U.S. Environmental Protection Agency (EPA) the authority to set drinking water standards, such as the National Primary Drinking Water regulations (NPDWRs or primary standards). The NPDWRs protect drinking water quality by limiting the levels of specific contaminants that are known to occur or have the potential to occur in water and can adversely affect public health. All public water systems that provide service to 25 or more individuals are required to satisfy these legally enforceable standards. Water purveyors must monitor for these contaminants on fixed schedules and report to the EPA when a Maximum Contaminant Level (MCL) has been exceeded. MCL is the maximum permissible level of a contaminant in water that is delivered to any user of a public water system. Drinking water supplies are tested for a variety of contaminants, including organic and inorganic chemicals (e.g., minerals), substances that are known to cause cancer, radionuclides (e.g., uranium and radon), and microbial contaminants (e.g., coliform and *Escherichia coli*). Changes to the MCL list are typically made every three years as the EPA adds new contaminants or as, based on new research or new case studies, revised MCLs for some contaminants are issued. The California Department of Health Services, Division of Drinking Water and Environmental Management, is responsible for implementation of the SDWA in California.

Clean Water Act

The federal Water Pollution Control Act (also known as the Clean Water Act [CWA]) is the principal statute governing water quality. The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the United States and gives the EPA the authority to implement pollution control programs, such as setting wastewater standards for industry. The statute's goal is to end all discharges entirely and to restore, maintain, and preserve the integrity of the nation's waters. The CWA regulates both the direct and indirect discharge of pollutants into the nation's waters. The CWA sets water quality standards for all contaminants in surface waters and makes it unlawful for any person to discharge any pollutant from a point source into navigable waters, unless a permit is obtained under its provisions. The CWA mandates permits for wastewater and stormwater discharges, requires states to establish site-specific water quality standards for navigable bodies of water, and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The CWA also funded the construction of sewage treatment plants and recognized the need for planning to address nonpoint sources of pollution. Section 402 of the CWA requires a permit for all point source discharges (from a discernible, confined, and discrete conveyance, such as a pipe, ditch, or channel) of any pollutant (except dredge or fill material) into waters of the U.S.

National Pollutant Discharge Elimination System

Under the National Pollutant Discharge Elimination System (NPDES) program promulgated under Section 402 of the CWA, all facilities that discharge pollutants from any point source into waters of the U.S. are required to obtain an NPDES permit. The term pollutant broadly includes any type of industrial, municipal, and agricultural waste discharged into water. Point sources are discharges from publicly owned treatment works (POTWs), discharges from industrial facilities, and discharges associated with urban runoff. While the NPDES program addresses certain specific types of agricultural activities, the majority of agricultural facilities are defined as nonpoint sources and are exempt from NPDES regulation. Pollutant contributors come from direct and indirect sources. Direct sources discharge directly to receiving waters, whereas indirect sources discharge wastewater to POTWs, which in turn discharge to receiving waters. Under the national program, NPDES permits are issued only to direct point source discharges. The National Pretreatment Program addresses industrial and commercial indirect dischargers. Municipal sources are POTWs that receive primarily domestic sewage from residential and commercial customers. Specific NPDES program areas applicable to municipal sources are the National Pretreatment Program, the Municipal Sewage Sludge Program, Combined Sewer Overflows (CSOs), and the Municipal Storm Water Program. Nonmunicipal sources include industrial and commercial facilities. Specific NPDES program areas applicable to these industrial/commercial sources are: Process Wastewater Discharges, Non-Process Wastewater Discharges, and the Industrial Storm Water Program. NPDES issues two basic permit types: individual and general. Also, the EPA has recently focused on integrating the NPDES program further into watershed planning and permitting.

The NPDES has a variety of measures designed to minimize and reduce pollutant discharges. All counties with storm drain systems that serve a population of 50,000 or more, as well as construction sites one acre or more in size, must file for and obtain an NPDES permit. Another measure for minimizing and reducing pollutant discharges to a publicly owned conveyance or system of conveyances (including roadways, catch

basins, curbs, gutters, ditches, man-made channels and storm drains, designed or used for collecting and conveying stormwater) is the EPA's Storm Water Phase II Final Rule. The Phase II Final Rule requires an operator (such as a City) of a regulated small municipal separate storm sewer system (MS4) to develop, implement, and enforce a program (e.g., best management practices [BMPs], ordinances, or other regulatory mechanisms) to reduce pollutants in postconstruction runoff to the City's storm drain system from new development and redevelopment projects that result in the land disturbance of greater than or equal to one acre. The City of La Habra Community Development Department is the local enforcing agency of the MS4 NPDES permit.

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. Under this Act, the State Water Resources Control Board (SWRCB) has ultimate control over state water rights and water quality policy. In California, the EPA has delegated authority to issue NPDES permits to the SWRCB. The state is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine Regional Water Quality Control Boards (RWQCBs) carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a Water Quality Control Plan or Basin Plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The City of La Habra is located in the Santa Ana River Basin, Region 8. This Basin Plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the standards established in the Basin Plan.

5.7.1.2 APPLICABLE PLANS AND PROGRAMS

Storm Water Pollution Prevention Plans

Pursuant to the CWA, in 2001, the SWRCB issued a statewide general NPDES Permit for stormwater discharges from construction sites (NPDES No. CAS000002). Under this Statewide General Construction Activity permit, discharges of stormwater from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for stormwater discharges or to be covered by the General Permit. Coverage by the General Permit is accomplished by completing and filing a Notice of Intent with the SWRCB and developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). Each applicant under the General Construction Activity Permit must ensure that a SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list BMPs implemented on the construction site to protect stormwater runoff and must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the state's 303(d) list of impaired waters.

Orange County Drainage Area Management Plan

The purpose of the Drainage Area Management Plan (DAMP) is to satisfy NPDES permit conditions for creating and implementing an Urban Runoff Management Program to reduce pollutant discharges to the maximum extent practicable (MEP). The DAMP contains guidance on both structural and nonstructural BMPs for meeting these goals. The DAMP identifies activities required to be implement under the Municipal Permit including public outreach, , illegal discharge/illicit connection, construction, existing development, new development and redevelopment, and municipal activities.

In order to ensure that construction sites implement the appropriate pollution control measures, the DAMP details recommended BMPs to be applied to new development and significant redevelopment in Orange County.

Routine structural BMPs may minimize the introduction of pollutants into the drainage system or remove pollutants from the drainage system. Appropriate residential nonstructural BMPs listed in the DAMP that may be used onsite to control typical runoff pollutants include homeowner/tenant education, activity restrictions, common area landscape management, BMP maintenance, common area litter and animal waste control, catch basin inspection, employee training, private street/lot sweeping, smart irrigation controllers to avoid overwatering, use of native drought-tolerant landscaping, and designated car washing location onsite. BMPs can serve to address bacterial contaminants in addition to other contaminants, although there are no water quality standards set for bacteria levels. The structural and nonstructural BMPs implemented for source control and pollution prevention depend on the ultimate configuration of the proposed land use.

National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate the Federal Emergency Management Agency (FEMA) to evaluate flood hazards. FEMA provides Flood Insurance Rate Maps (FIRMs) for local and regional planners to promote sound land use and floodplain development, identifying potential flood areas based on the current conditions. To delineate a FIRM, FEMA conducts engineering studies referred to as Flood Insurance Studies (FISs). The most recent FIS and FIRM were completed and published for the City on 2009. Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas (SFHAs) on FIRMs.

The Flood Disaster Protection Act (FDPA) requires owners of all structures in identified SFHAs to purchase and maintain flood insurance as a condition of receiving federal or federally related financial assistance, such as mortgage loans from federally insured lending institutions. Community members within designated areas are able to participate in the National Flood Insurance Program (NFIP) afforded by FEMA. The NFIP is required to offer federally subsidized flood insurance to property owners in those communities that adopt and enforce floodplain management ordinances that meet minimum criteria established by FEMA. The National Flood Insurance Reform Act of 1994 further strengthened the NFIP by providing a grant program for state and community flood mitigation projects. The act also established the Community Rating System (CRS), a system for crediting communities that implement measures to protect the natural and beneficial functions of their floodplains, as well as manage erosion hazards.

The City of La Habra, under NFIP, has created standards and policies to ensure flood protection. These policies address development and redevelopment, compatibility of uses, required predevelopment drainage

studies, compliance with discharge permits, enhancement of existing waterways, cooperation with the U.S. Army Corps of Engineers (Corps) and the Orange County Public Works (OCPW) for updating, and method consistency with the RWQCB and proposed BMPs.

5.7.1.3 EXISTING CONDITIONS

Watershed

The Coyote Creek Watershed (CCW) spans 165 square miles of densely populated urbanized areas of residential, commercial, and industrial development as well as some areas of open space and natural land (see Figure 5.7-1, *Coyote Creek Watershed*). The open and natural lands are mostly in Puente Hills, Chino Hills, Coyote Hills, and Los Cerritos Wetlands. The CCW is mainly within Orange and Los Angeles counties, with a small portion in San Bernardino County. The City of La Habra is located entirely within the CCW. The CCW is home to approximately one million people and is a tributary to the San Gabriel River, flowing into the San Gabriel River about four miles north of the Pacific Ocean.

Generally, the northern and eastern portions of the watershed consist of permeable aquifer materials and therefore accept groundwater recharge. The southern and western portions of the watershed are impermeable, substantially limiting groundwater recharge (see Figure 5.7-2, *La Habra Basin*).

Drainage and Flood Control

A large portion of the stormwater flowing through the City originates in the cities of La Habra Heights and Brea, as well as Fullerton, unincorporated portions of Los Angeles and Orange counties. Drainage from the City and these areas flows to the major flood control facilities of La Mirada Creek, Coyote Creek, and Imperial Channel, as shown in Figure 5.7-1. The City of La Habra Heights is north of the City of La Habra, a portion of the City of Fullerton is southeast of the City, and the City of Brea is east of La Habra, as shown in Figure 3-1, *Regional Location*.

The majority of the flow within the City is conveyed to storm drains flowing from north to south in the City's major streets to the Coyote Creek Channel. Orange County Public Works (OCPW) is responsible for the design, construction, operation, and maintenance of regional flood control facilities, including those of Coyote Creek and the Imperial Channel. The county flood channels are maintained annually by OCPW, which includes debris and vegetation removal. Several of the larger storm drains in the City were constructed by the OCPW and are maintained by OCPW. Smaller facilities were either constructed by the City or by developers and are maintained by the City of La Habra.

The three major drainage channels that collect surface water and convey it through the City of La Habra are La Mirada Creek, Imperial Channel and Coyote Creek. La Mirada Creek is an earthen and concrete channel that passes through the northwest part of the City of La Habra (see Figure 5.7-3, *Flood Zones and Flood Control Channels*). Coyote Creek has three forks; the central and southern forks are within the city and the north fork is outside of the City downstream in Los Angeles County. The creek generally flows west and south through La Habra to the Los Angeles County line. Each fork of Coyote Creek combines sections of concrete-lined channels, earthen channels, and underground pipelines. Coyote Creek's southern fork is typically referred to as the Imperial Channel and enters the City east of Harbor Boulevard south of Imperial Highway and flows

west parallel to Imperial Highway until just past Walnut Street, where it transitions into an underground pipeline and flows to the northwest, crossing under Imperial Highway and Idaho Street to its confluence with Coyote Creek's north and central forks. Coyote Creek's central fork enters as a concrete-lined channel from the City of Brea in the northeastern corner of the City. From there, it flows south, transitioning into an underground pipeline paralleling Palm Street, then swings west generally as a concrete-lined channel following Lambert Road until just west of Monte Vista Street at Lambert Road, where it becomes an earthen channel flowing southwest, crossing Idaho Street. Coyote Creek's north fork enters at Idaho Street from the City of La Habra Heights as an earthen channel and generally flows south paralleling Idaho Street to the west. It transitions into a concrete channel, then an underground pipeline, back to an earthen channel, and continues to transition between the three types of channels crossing under La Habra Boulevard and the Union Pacific Railroad until it converges with the central and southern forks northeast of Beach Boulevard and Imperial Highway. Coyote Creek then flows in a reinforced double box culvert under Beach Boulevard and continues as a rip-rap lined channel southwesterly adjacent to Beach Boulevard, exiting into the City of La Mirada.

The existing storm drainage channels were originally designed to accommodate 25-year flood events or less. However, when the channels were constructed, they were built to accommodate 65 percent of the 25-year flood event. The channels were built with restrictive channel bottoms, which reduce the amount of water the channel could carry, but which slow the flow rate of runoff water while still enabling the system to remove runoff water. The County now uses 100-year flood event standards for new storm drain construction and drainage improvements, and portions of the channels have been improved to accommodate up to a 100-year storm event. Imperial Channel and Coyote Creek Channel are the major flood control channel facilities in La Habra.

Surface Water Quality

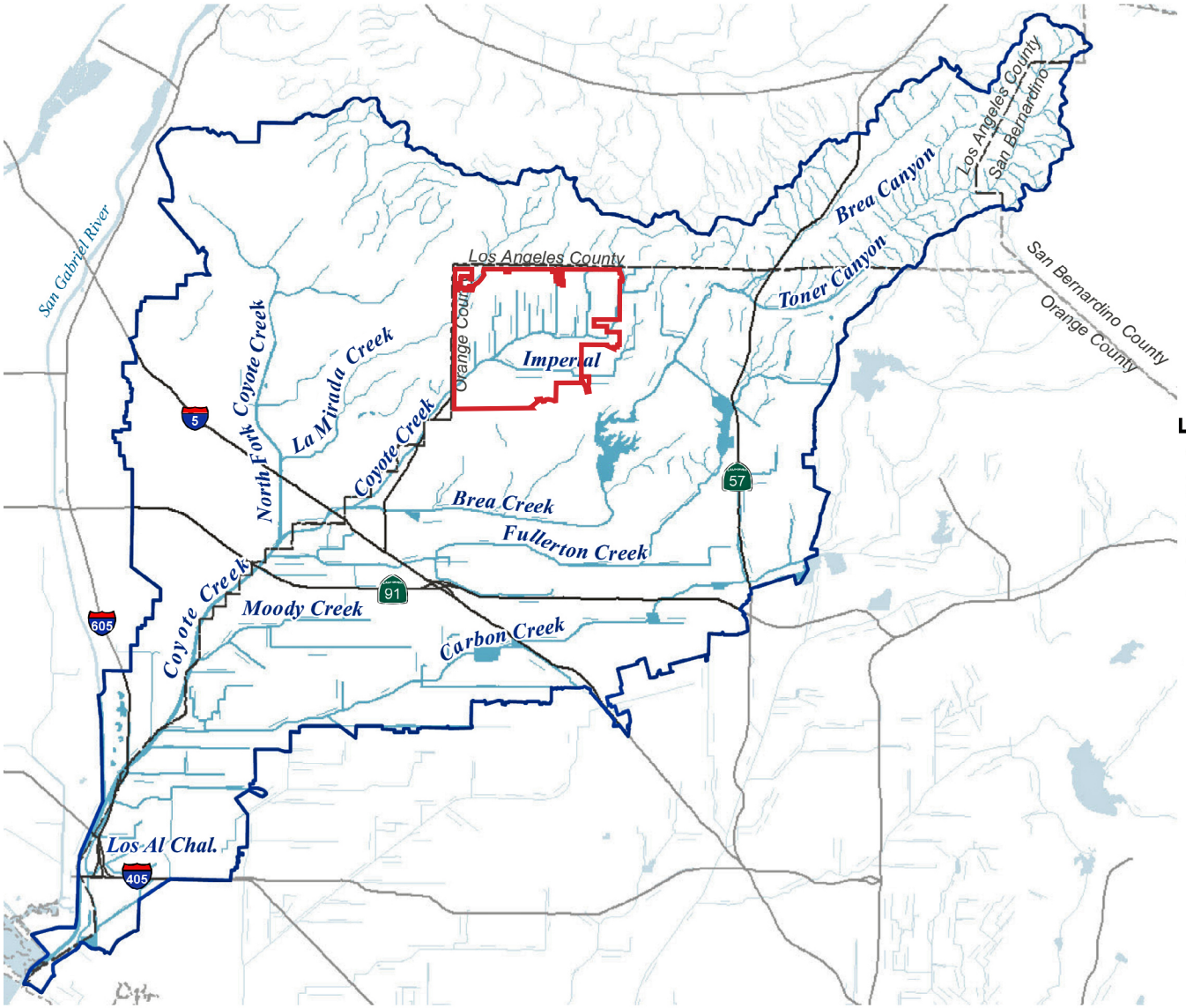
Beneficial uses are uses to which water can be put for the benefit of people and/or wildlife. Beneficial uses of Coyote Creek are listed below in Table 5.7-1.

Table 5.7-1 Beneficial Uses of Coyote Creek

Code	Beneficial Use	Status of Use
Los Angeles RWQCB		
MUN	Municipal and Domestic Supply	Potential
IND	Industrial Service Supply	Potential
PROC	Industrial Process Supply	Potential
REC1	Water Contact Recreation	Potential
REC2	Noncontact Water Recreation	Intermittent
WARM	Warm Freshwater Habitat	Potential
WILD	Wildlife Habitat	Potential
RARE	Rare, Threatened, or Endangered Species	Existing
Santa Ana RWQCB		
MUN	Municipal and Domestic Supply	Present or Potential
REC1	Water Contact Recreation	Present or Potential
WARM	Warm Freshwater Habitat	Present or Potential
WILD	Wildlife Habitat	Present or Potential

Source: Atkins 2013.

Coyote Creek Watershed



Legend

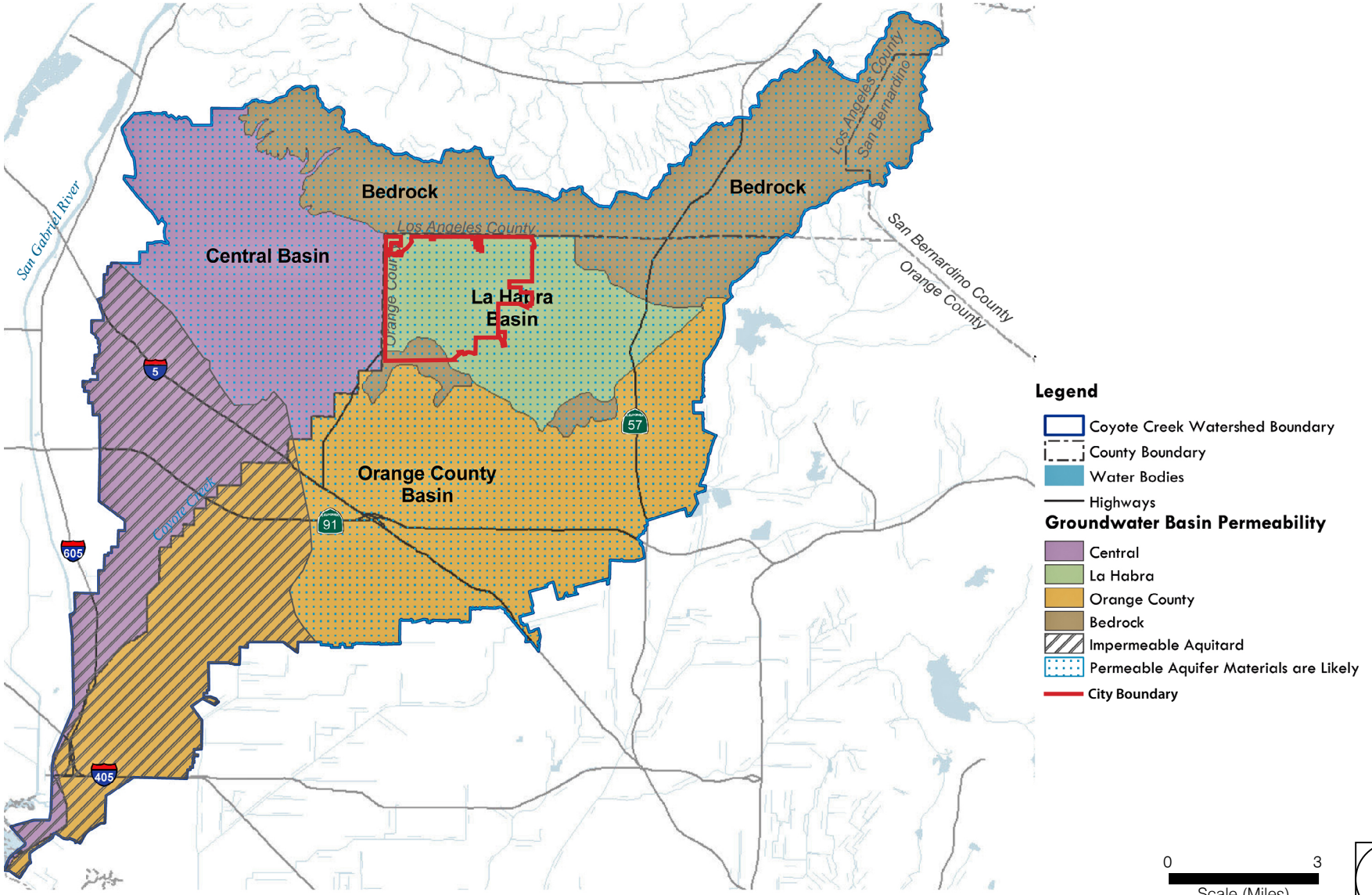
- Coyote Creek Watershed Boundary
- County Boundary
- Water Bodies
- Channel/Natural Creek
- Highways
- City Boundary

0 3
Scale (Miles)

Source: Atkins 2012

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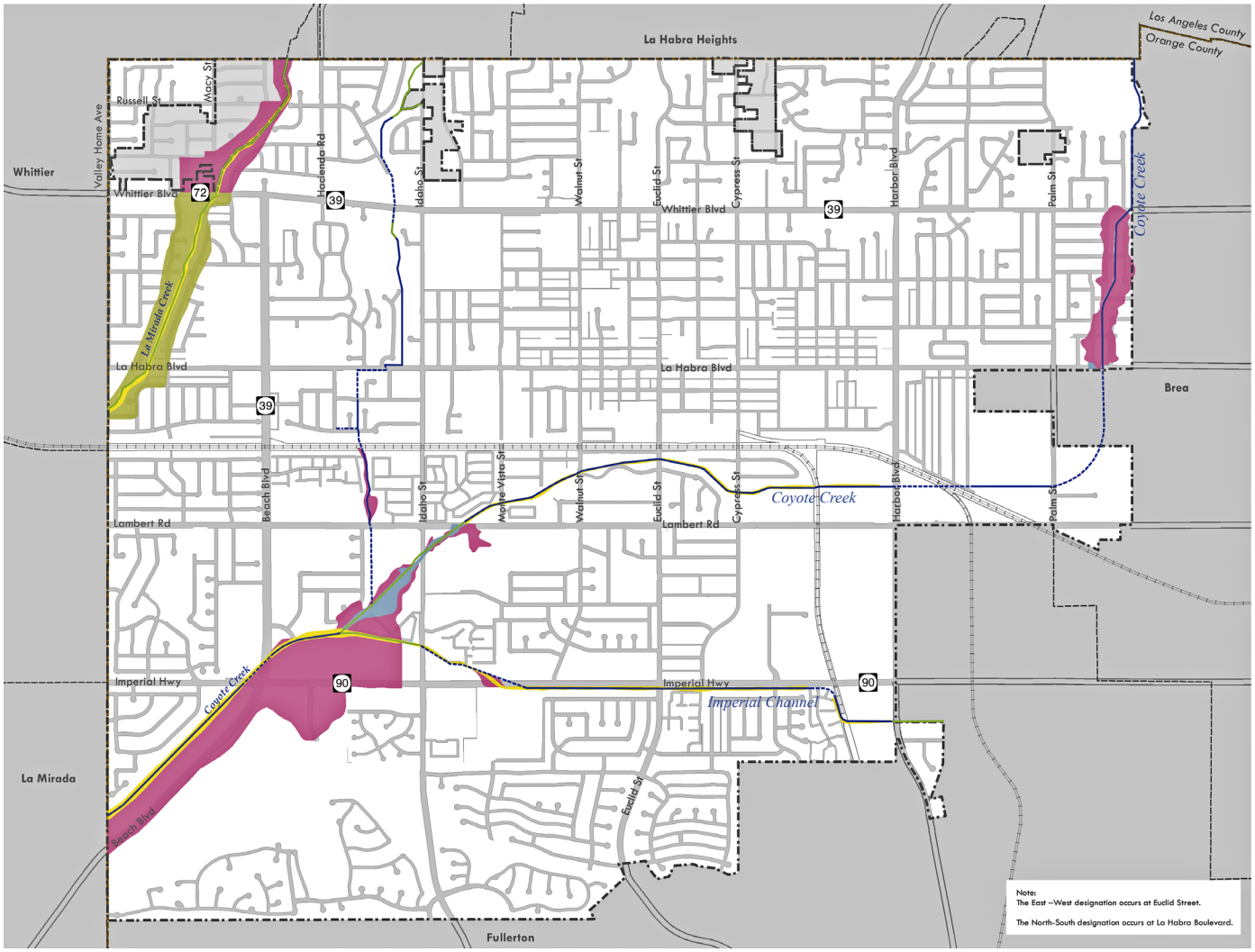
La Habra Basin



Source: Atkins 2012

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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 that are determined by detailed methods of analysis.
- Zone AO - Flood insurance rate zone that corresponds to the areas of 1-percent annual chance shallow flooding where average depths are between 1 and 3 feet.
- Zone 0.2-percent annual chance flood event (500 year flood)

0 0.5
Scale (Miles)

Source: Atkins 2012

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Water quality impairments for Coyote Creek included on the 2010 Clean Water Act Section 303(d) List of Water Quality Limited Segments are listed below in Table 5.7-2.

Table 5.7-2 Water Quality Impairments, Coyote Creek

Pollutant	Pollutant Category	TMDL Status
Ammonia	Nutrients	Attainment Expected 2019
Copper, Dissolved	Metals/Metalloids	TMDL Approved 2007
Diazinon	Pesticides	TMDL Completion expected 2019
Indicator Bacteria	Pathogens	TMDL Completion expected 2021
Lead	Metals/Metalloids	TMDL Approved 2007
Toxicity	Toxicity	TMDL Completion expected 2008
pH	Miscellaneous	TMDL Completion expected 2008

Source: USEPA 2011.
TMDL = Total maximum daily load

Groundwater

The City overlies the small, unadjudicated La Habra Groundwater Basin that is separated from the Orange County Basin. Therefore, groundwater conditions, management, and policies that exist throughout much of the Orange County Basin are not applicable to La Habra. The La Habra Basin area is dominated by the northwest-trending, U-shaped downfold known as the La Habra Syncline, which is bounded on the north by the Puente Hills and on the south by the Coyote Hills (see Figure 5.7-2, *La Habra Basin*). The La Habra Syncline is a naturally occurring trough containing groundwater. The La Habra Groundwater Basin consists of four major water-containing formations. Depth to groundwater ranges from about 100 to 1,200 feet below ground surface (bgs), depending on which of the four formations the water is in. The City is currently in the process of adjudicating the basin.

Groundwater Recharge

Sources of groundwater recharge into the La Habra Basin include percolation of runoff from the Puente Hills and Coyote Hills, rainfall occurring on the surface of the basin, and percolation of imported irrigation water. Groundwater recharge is limited because the City of La Habra is mostly urbanized and developed with impervious surfaces; estimated average annual recharge is 4,500 acre-feet.[1] Groundwater recharge into the Basin is considered adequate to avoid overdraft.

Groundwater Quality

Beneficial uses are uses to which water can be put for the benefit of people and/or wildlife. Two beneficial uses of groundwater in the La Habra Basin are designated by the Santa Ana Regional Water Quality Control Board (SARWQCB): municipal supply and agricultural supply.

[1] One acre-foot is about 325,851 gallons.

5.7.1.4 FLOOD HAZARDS

Designated Flood Zones

Figure 5.7-3 shows the areas within the La Habra planning area that would be subject to flooding during a 100-year flood event (Zone A, Zone AE, and Zone AO) and a 500-year flood event. The 100-year flood hazard levels defined as Zone A and AE are confined to areas along and next to the concrete-lined channels of La Mirada, Imperial Channel and Coyote Creeks and an area in northeast La Habra, east of Palm Street and north of La Habra Boulevard. In addition, a broader area of "shallow flooding" conditions, or where flooding is expected to be at average depths between one and three feet (Zone AO), is present in the northwest area of La Habra adjacent to the La Mirada Creek channel: north of La Habra Boulevard, west of Beach Boulevard, and south of Whittier Boulevard. Last, the 500-year flood zones mapped by FEMA are generally adjacent to the areas described above and capture the largest extent or area outside of the flood control channels. Existing residential areas of La Habra along the northeastern and northwestern City limits are most affected by the 500-year floodplain, with the exception of the areas affected along Beach Boulevard and the Imperial Highway, which include commercial and retail uses.

Seismically Induced Dam Inundation

There are no dams in the La Habra planning area. The nearest reservoirs include the Brea Reservoir and Fullerton Reservoir, operated by the U.S. Army Corps of Engineers, in the City of Fullerton to the south and east of the City, and the Orange County Reservoir and 30-million-gallon Central Reservoir east of La Habra. Given the topography of the region, the primary flow from these reservoirs in the event of a dam failure would be southward, away and below the elevation of the La Habra planning area.

Inundation from Aboveground Water Storage Reservoirs

A seiche is a surface wave created when a body of water is shaken, usually by earthquakes. Seiches are of concern relative to water storage facilities, because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. There are three aboveground water storage facilities located in La Habra: the Puente Hills, Sev Byerrum, and Westridge Reservoirs.

Tsunamis

A tsunami is a sea wave caused by a sudden displacement of the ocean floor, most often due to earthquakes. The City of La Habra is approximately 13.5 miles inland from the Pacific Ocean. Elevations in the City of La Habra range from about 200 feet above mean sea level (amsl) along Coyote Creek near the southwest corner of the City, to about 604 feet amsl along the north City boundary along the southern flanks of the Puente Hills. Therefore, the City is not at risk of flooding due to a tsunami.

Mudflows

A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. The City is almost completely built out; there are no large expanses of vacant slopes in the City that could

generate a mudflow. However, several areas in the southern portion of the City within the Coyote Hills are susceptible to mudflow induced by excessive rainfall.

5.7.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

HYD-1 Violate any water quality standards or waste discharge requirements.

HYD-2 Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted.

HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.

HYD-4 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

HYD-5 Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

HYD-6 Otherwise substantially degrade water quality.

HYD-7 Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

HYD-8 Place within a 100-year flood hazard area structures which would impede or redirect flood flows.

HYD-9 Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

HYD-10 Be subject to inundation by seiche, tsunami, or mudflow.

5.7.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.7-1: Development pursuant to the proposed General Plan would not result in a substantial increase in the amount of impervious surfaces and would not therefore increase surface water flows into drainage systems within the City's watersheds. [Thresholds HYD-4 and HYD-5]

Impact Analysis: Buildout of the proposed General Plan Update would increase residential development in the City by 5,299 units and nonresidential development by about 4,435,949 square feet of building area over existing land use conditions. Since the City is nearly built out, redevelopment under the General Plan is not expected to result in a substantial change in impervious surfaces. Vacant parcels could be developed, resulting a slight increase in impervious surfaces. The net change in impervious surface is not known; however, due to the built-out condition of the City, the overall change in water flows is not expected to change substantially. There would be little overall change to the layout of development in the City, and the flow of surface water would not increase significantly.

As stated previously, the majority of the flow within the City is conveyed to storm drains flowing from north to south in the City's major streets and storm drains to the Coyote Creek and Imperial Channel. OCPW is responsible for the planning, development, operation, and maintenance of flood control facilities on a countywide basis. The City is responsible for providing drainage from developments in the City and ensuring that storm drains properly feed into the regional system.

Upgrades to existing public storm drains or onsite detention of stormwater may be necessary as development occurs under the General Plan Update, particularly in areas where flood-related problems occur. The payment of development impact fees by developers would also help to fund storm drain enhancement projects that would help resolve system deficiencies. The Department of Public Works of the City of La Habra maintains a master plan of drainage, last updated in 1992, that identifies system deficiencies. The City does not maintain a separate storm drain capital improvements program (CIP), but it does have a CIP that has identified priority improvements. To date, 7 of the 29 City projects have been completed: Cypress Street Improvements, Bishop Channel Improvements, Coyote Creek Improvements at the east City Boundary, Costco Storm Drain, La Plaza Channel adjacent to La Bonita Park, Pinehurst Avenue and Orange Street, and east of Idaho Street from Schoolwood Drive to Imperial Highway.

Through continued improvements of existing drainage facilities, the stormwater and runoff system would adequately serve future development under the General Plan Update. Additionally, the General Plan Update includes a number of policies to maintain adequate capacity of the storm drain system (see Policies NH 3.4 through NH 3.8 and SD 1.1 through SD 1.10). Policy SD 1.9 requires all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event. Impacts on stormwater management and runoff capacity would be less than significant.

Impact 5.7-2:	Development pursuant to the proposed General Plan Update would not substantially increase the amount of impervious surfaces in the planning area and therefore would not impact opportunities for groundwater recharge. [Threshold HYD-2]

Impact Analysis: Implementation of the General Plan Update would occur within areas of the City that are currently built out. The changes in impervious condition would be minimal and would not adversely impact groundwater recharge. In addition, the City operates three groundwater wells, which provide approximately 43 percent of the total water supply for the City. Reliance on groundwater from the La Habra Groundwater Basin is expected to remain at the 43 percent range (4,500 acre-ft/year) for the next 25 years, indicating a stable projection. The proposed land use changes would not result in a significant change to the production of groundwater from the City's existing wells.

Impact 5.7-3:	Portions of the planning area are in a 100-year flood hazard area; however, General Plan Update implementation would not involve substantial redevelopment within 100-year flood zones [Thresholds HYD-7 and HYD-8]

Impact Analysis: The 100-year flood hazard levels defined as Zone A, AE, and AO are confined to areas along and next to the dirt and concrete-lined channels of La Mirada and Coyote creeks and an area in northeast La Habra, east of Palm Street and North of La Habra Boulevard (see Figure 5.7-3). The only substantial areas outside of flood control channels within the 100-year flood zones is near La Mirada Creek from Whittier Boulevard to Valley Home Avenue south of La Habra Boulevard, and near Coyote Creek just northeast of the confluence of Coyote Creek and Imperial Channel. There are no changes in land use proposed for the 100-year flood zone near Coyote Creek. However, land uses within the 100-year flood zone would change to Corridor Mixed Use near the intersection of Whittier Boulevard and Macy Street. Therefore, implementation of the General Plan may result in placing housing or structures within an area designated AO (100-year flood, with averaged depths between 1 and 3 feet). New development and substantial improvements or upgrades in this area must 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 (Policy NH 3.3). Compliance with FEMA requirements and the General Plan Update policy would ensure that structures do not impede flows, and impacts are less than significant.

Impact 5.7-4:	Construction of projects developed pursuant to the proposed General Plan Update, could cause short-term unquantifiable increases in pollutant concentrations in and downstream from the planning area. After project development, the quality of storm runoff (sediment, nutrients, metals, pesticides, pathogens, and hydrocarbons) may be altered. [Thresholds HYD-1 and HYD-6]

Impact Analysis:

Construction Activities

Buildout of the General Plan Update would involve multiple redevelopment projects with total net increases of over 5,200 residential units and about 4.4 million square feet of nonresidential land uses within the

planning area. Demolition of existing buildings, clearing, grading, excavation, and construction activities associated with the proposed project may impact water quality due to sheet erosion of exposed soils and subsequent deposition of particulates in local drainages. Grading activities, in particular, lead to exposed areas of loose soil, as well as sediment stockpiles, that are susceptible to uncontrolled sheet flow. Although erosion occurs naturally in the environment, primarily from weathering by water and wind action, improperly managed construction activities can lead to substantially accelerated rates of erosion that are detrimental to the environment.

Construction activities can generate the following types of water pollutants:

- **Bacteria and Viruses:** Bacteria and viruses are microorganisms that thrive under certain environmental conditions. Water contamination by animal or human fecal wastes, and contamination by excess organic wastes, are common causes of proliferation of these microorganisms. Water containing excessive bacteria and viruses can alter the aquatic habitat and harm humans and aquatic life.

- **Metals:** Metals of concern as water contaminants include cadmium, chromium, copper, lead, mercury, and zinc. Lead and chromium have been used as corrosion inhibitors; metals are also raw materials used in nonmetal products such as fuels, adhesives, and paints. At low concentrations naturally occurring in soil, metals may not be toxic. However, certain metals at higher concentrations can be harmful to aquatic life and to humans. Humans can be impacted from groundwater contaminated with metals. Metals can become concentrated in fish and shellfish and can subsequently harm humans who consume those animals. Environmental concerns have already led to restrictions on some uses of metals.

- **Nutrients:** Nutrients are inorganic substances such as nitrogen and phosphorous; the primary sources of these substances in urban runoff are fertilizers and eroded soils. Excessive discharge of nutrients to water bodies and streams causes eutrophication, where overgrowth of aquatic plants and algae can lead to excessive decay of organic matter in the water, loss of oxygen in the water, and eventual death of aquatic organisms.

- **Pesticides:** Relatively low concentrations of the active ingredients in pesticides can be toxic in water. Excessive or improper use of pesticides can cause toxic contamination in runoff.

- **Organic Compounds:** Organic compounds are carbon based. Commercially available or naturally occurring organic compounds are found in pesticides, solvents, and hydrocarbons. Organic compounds at certain concentrations can be hazardous to life or health. Toxic levels of solvents and cleaning compounds can be discharged to storm drains during cleaning and rinsing operations.

- **Sediments:** Sediments are solid materials that are eroded from the land surface. Sediments can increase the turbidity (cloudiness) of water, clog fish gills, reduce spawning habitat, lower survival rates of young aquatic organisms, smother bottom-dwelling organisms, and suppress aquatic vegetation growth.

- **Trash and Debris:** Trash and debris, such as paper, plastic, polystyrene foam, aluminum, and biodegradable organic matter such as leaves, grass cuttings, and food waste, may significantly impair

aquatic habitat and the recreational vale of a water body. In addition, trash impacts water quality by increasing biochemical oxygen demand.

- **Oxygen-Demanding Substances:** Microbial biodegradation of organic compounds such as proteins, carbohydrates, and fats, causes increased oxygen demand in water. A second category of oxygen-demanding substances is chemicals, such as ammonia and hydrogen sulfide, that react with dissolved oxygen in water to form other compounds. The oxygen demand of a substance can deplete dissolved oxygen in a water body and possibly develop septic conditions. A reduction of dissolved oxygen is harmful to aquatic life and can generate hazardous compounds such as hydrogen sulfides.
- **Oil and Grease:** Oil and grease in water bodies decrease their aesthetic value as well as water quality; one of the most important sources of oil and grease is leakage from motor vehicles.

Construction Best Management Practices

A construction SWPPP must be prepared and implemented at all construction projects with one acre or greater of soil disturbance, and revised as necessary as administrative or physical conditions change. The SWPPP must be made available for review upon request, describe construction BMPs that address pollutant source reduction, and provide measures/controls necessary to mitigate potential pollutant sources. These include, but are not limited to: erosion controls, sediment controls, tracking controls, non-stormwater management, materials and waste management, and good housekeeping practices. These BMPs are described in Table 5.7-3 below.

Table 5.7-3 Construction BMPs

Category	Purpose	Examples
Erosion Controls	Cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind	Mulch, geotextiles, mats, hydroseeding, earth dikes, swales
Sediment Controls	Filter out soil particles that have been detached and transported in water.	Barriers such as straw bales, sandbags, fiber rolls, and gravel bag berms; desilting basin; cleaning measures such as street sweeping
Wind Erosion Controls	The aims and methods of wind erosion control are similar to those of erosion control described above.	See *Erosion Controls* above.
Tracking Controls	Minimize the tracking of soil offsite by vehicles	Stabilized construction roadways and construction entrances/exits; entrance/outlet tire wash.
Non-Storm Water Management Controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges.	BMPs specifying methods for: paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; concrete curing; concrete finishing.
Waste Management and Controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater.	Spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes.

Source: CASQA 2003.

Prior to commencement of construction activities within the City, project-specific SWPPP(s) will be prepared and approved by the State of California in accordance with the site-specific sediment risk analyses based on the grading plans, with erosion and sediment controls proposed for each phase of construction for the individual projects. The phases of construction will define the maximum amount of soil disturbed, the appropriate size of sediment basins, other control measures to accommodate all active soil disturbance areas, and the appropriate monitoring and sampling plans for each individual project.

An effective combination of erosion and sediment controls should be selected based on the specific site conditions, in particular during major soil-disturbing activities. Good housekeeping practices, such as waste and materials management, non-storm water management, and tracking controls should be implemented at all times.

New construction and development of land uses designated in the proposed General Plan would require projects to plan BMPs for four general phases of construction: (1) grading and land development (e.g., mass grade and rough grade), (2) utility and road installation, (3) vertical construction, and (4) final stabilization and landscaping. Therefore, BMP implementation for new construction can be evaluated in this general context. Site-specific details on individual BMPs would be dependent on the scope and breadth of each future project, which are not known at this time.

Long-Term Buildout Activities

Buildout of the City per the General Plan Update may result in long-term impacts to the quality of stormwater and urban runoff, subsequently impacting downstream water quality. Land use changes can potentially create new sources of runoff contamination. As a consequence, future projects may have the potential to increase the postconstruction loadings of certain constituent pollutants associated with the proposed land uses and their associated features, such as landscaping.

To help prevent long-term impacts associated with land use changes and in accordance with the requirements of the OCFCD Local Implementation Program (LIP) and consistency with OC DAMP and Fourth Term MS4 permit, new development and significant redevelopment projects must incorporate Low Impact Development (LID)/site design and source control BMPs to address postconstruction stormwater runoff management. In addition, priority development projects are required to implement site design/LID and source control BMPs applicable to their specific priority project categories, as well as treatment control BMPs where necessary. Selection of LID and additional treatment control BMPs is based on the pollutants of concern for the specific project site and the BMP's ability to effectively treat those pollutants in consideration of site conditions and constraints. Further, both priority and nonpriority projects must develop a project-specific WQMP that describes the menu of BMPs chosen for the project, as well as include operation and maintenance requirements for all structural and any treatment control BMPs.

Since the proposed General Plan Update does not include a specific development plan, project-specific WQMPs will not be developed at this time. Future project-specific WQMPs, preliminary and/or final, will be prepared consistent with the prevailing terms and conditions of the City's LIP, OC DAMP, and Model WQMP at the time of project application. Types of BMPs that will be implemented are as follows:

Site Design BMPs. Careful consideration of site design is a critical first step in stormwater pollution prevention from new developments and redevelopments. In general, site design objectives include a combination of factors that may include: minimization of impervious surfaces, including roads and parking lots; preservation of native vegetation and root systems; minimization of erosion and sedimentation from susceptible areas such as slopes; incorporation of water quality wetlands, biofiltration swales, etc., where such measures are likely to be effective and technically and economically feasible; and minimization of impacts from stormwater and urban runoff on the biological integrity of natural drainage systems and water bodies. In accordance with the current MS4 Permit and OC DAMP, new development and redevelopment projects are required to implement site design BMPs to minimize directly connected impervious areas and promote infiltration of runoff. The OC DAMP and 2011 Model WQMP identify example site design BMPs to be implemented where applicable and feasible.

LID BMPs. Many of the site design BMPs may also be considered LID features. The goal of using LID features is to mimic the site's existing hydrology by using design measures that capture, filter, store, evaporate, and detain runoff, rather than runoff flowing directly to piped or impervious systems. This includes directing runoff to vegetated areas, protecting native vegetation, and reducing the amount of impervious surface.

Source Control BMPs. Source control BMPs effectively minimize the potential for typical urban pollutants to come into contact with runoff, thereby limiting water quality impacts downstream. This includes nonstructural measures such as activity restrictions, maintenance, and training practices, and structural measures such as material storage area and loading dock design features. Source control BMPs for a wide range of commercial and industrial activities as well as activities on residential land uses that could pollute stormwater, are included in the 2010–2011 County of Orange and OCFDC LIP.

Treatment Control BMPs. Treatment controls remove pollutants from stormwater: for instance, catch basin inserts and trash booms that remove litter. Treatment control BMPs may be utilized to treat runoff from the project site if the LID BMPs were found to be infeasible for implementation on a project site and a waiver request has been approved.

Based on the incorporation of site design, LID features, and BMPs as required under the OCFCD LIP and OC DAMP, individual development projects within the City would be required to treat runoff prior to exiting the sites. As a result, water quality exceedances are not anticipated, and pollutants are not expected in project runoff that would adversely affect beneficial uses of the watershed.

Impact 5.7-5: The planning area is not within the inundation area of any dams. [Threshold HYD-9]

Impact Analysis: There are no dams in the planning area. Three of the four nearest reservoirs, Fullerton Creek, Brea Creek, and the Orange County Reservoir, are in the Fullerton Creek watershed east of the planning area. The Central Reservoir is in the Coyote Creek Watershed east of La Habra. A release of water from any of these four reservoirs would flow south downgradient, away from the City of La Habra. No impacts from dam failure are expected.

Impact 5.7-6: Implementation of the General Plan Update would not pose substantial flood hazards arising from a seiche, tsunami, or mudflow. [Threshold HYD-10]

Impact Analysis: The planning area is not at risk of flooding due to a tsunami due to its inland location and to its elevation. Seiches may occur within water storage facilities due to inundation if a wave overflows a containment wall. Potential impacts are addressed under Impact 5.7-5 above and would be less than significant.

Areas in the Coyote Hills, south of the Westridge Golf Club are susceptible to mudslides due to excessive rainfall. However, the General Plan Update is not proposing any land uses changes for this area and this area is built out. Therefore, any development in the area that would be approved under the proposed general plan would be consistent with existing development. No substantial increase in the numbers of persons or structures is expected. Impacts are less than significant.

5.7.4 Relevant General Plan Policies

Infrastructure

Storm Drain System

SD 1.1 **Storm Drain Master Plan.** Implement the City's Storm Drain Master Plan to ensure an adequate storm drainage system.

SD 1.2 **NPDES Permit.** Require new development and rehabilitated structures to minimize stormwater runoff and pollutants consistent with the City's National Pollutant Discharge Elimination System (NPDES) permit.

SD 1.3 **Adequate Storm Drainage Infrastructure.** Ensure that the City's storm drainage culverts, channels, and facilities are adequately sized, maintained, and upgraded to adequately convey stormwater runoff and prevent flooding for existing and new development.

SD 1.4 **Facility Design.** Design stormwater drainage systems to be environmentally sustainable, appear natural in character, and to be compatible with surrounding uses.

SD 1.5 **Best Practices.** Use and update best practices for stormwater management.

SD 1.6 **Illicit Connections.** Continue to enforce the prohibition of illicit connections and discharges into the storm drain system.

SD 1.7 **Drainage Channels.** Maintain storm drainage channels to adequately convey stormwater.

SD 1.8 **Deficient Areas.** Prioritize the construction of storm drainage infrastructure improvements in areas where deficient service exists to minimize flooding.

SD 1.9 **No Net Increase.** Require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event.

SD 1.10 **Public Outreach.** Implement watershed awareness, stormwater pollution prevention, and water quality educational programs.

Water Quality

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.

Conservation of Natural Resources

Water/Watershed/Groundwater Recharge

W 1.1 **Protection of Water Resources.** Work with Orange County Public Works, private property owners, neighboring jurisdictions, and others as necessary to conserve undeveloped open space areas and natural drainage channels for the purpose of protecting water quality, groundwater recharges, and stormwater management in the City's watershed and waterbodies including Coyote Creek and La Mirada Creek.

W 1.2 **Coyote Creek Watershed Management Plan.** Support the strategies and policies of the Coyote Creek Watershed Management Plan as a framework for improving watershed management practices in the region.

W 1.3 **Flood Control Channels.** Work with Orange County Public Works to explore day-lighting opportunities and the removal of the concrete-lining along flood control channels where safe to do so and flood protection is not compromised allowing for greater groundwater recharge and wildlife habitat.

W 1.4 **Groundwater Management Plan.** Support the Orange County Water District (OCWD) Groundwater Management Plan that monitors groundwater quality and addresses the requirements of Senate Bill 1938, passed in 2002, which ensures compliance of groundwater management plans with the California Water Code.

W 1.5 **New Development and Post-Development Stormwater Runoff.** Require new development and post-development stormwater runoff to control sources of pollutants and improve and maintain urban runoff water quality through site design, stormwater treatment and protection measures, and best management practices (BMPs) consistent with the City's National Pollutant Discharge Elimination System (NPDES) Permit.

W 1.6 **Development in Adjoining Communities.** Participate in the review of proposed development projects located in the watersheds of adjoining jurisdictions tributary to the City of La Habra to assure that there are no adverse impacts on local surface or groundwater quality.

W 1.7 **Landscaping.** Encourage public and private landscaping in new and rehabilitated development projects to be designed to reduce water demand, detain runoff, decrease flooding, and recharge groundwater through activities such as the selection of plant material, soil preparation, and the installation of irrigation systems.

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

W 1.9 **Percolation.** Design landscaping and other open space areas in development projects to capture stormwater runoff and percolate into the groundwater basin, to the extent feasible.

W 1.10 **Regional Coordination.** Coordinate with local and regional jurisdictions on groundwater use to minimize overdraft conditions of aquifers.

W 1.11 **Interagency Cooperation.** Collaborate with other jurisdictions and regional agencies in the CCW to address water quality issues of regional or local importance.

W 1.12 **Watershed Education.** Participate in regional and local watershed awareness and water quality educational programs for community organizations, the public, and other appropriate groups.

Community Safety

Flooding Hazards

NH 3.1 **Protection of People and Property.** Adopt, maintain, and implement applicable federal, state, and local laws, standards, and guidelines to protect people and property from the risks of flooding.

NH 3.2 **National Flood Insurance Program**. Continue to participate in the National Flood Insurance Program (NFIP) and floodplain management practices in accordance with federal guidelines to maintain the City's eligibility for flood insurance and qualification for disaster assistance.

NH 3.3 **Flood Hazard Zones.** Require new development and substantial improvements or upgrades in identified Federal Emergency Management Agency (FEMA) flood hazard zones (i.e., 100- and 500-year floodplains), as shown on Figure NH-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 County Public Works.** Support Orange County Public Works' design, construction, operation, and maintenance of their flood control facilities in La Habra and work with OCFCD to ensure that these facilities maintain adequate capacity to accommodate up to a 100-year storm event.

NH 3.5 **City Storm Drains.** Design and construct storm drains per Orange County Public Works' standards and ensure that City-owned storm drains are operated and maintained to allow for maximum capacity of the system.

NH 3.6 **Privately Owned Natural Drainage Channels.** Require owners of privately-owned sections of natural drainage channels in La Habra keep these sections free from obstructions that may adversely affect flooding onsite or of downstream properties.

NH 3.7 **Essential Public Facilities.** Maintain the structural and operational integrity of critical facilities during flooding events.

NH 3.8 **Sustainable Flood Control Practices.** Work with Orange County Public Works in incorporating improvements in flood control channels that provide opportunities for stormwater detention and groundwater recharge, when major upgrades and/or reconstruction may be required when feasible.

NH 3.9 **Agency Coordination.** Establish cooperative working relationships among local, regional, state, and federal agencies with responsibility for flood protection to minimize flood hazards and improve safety.

5.7.5 Existing Regulations and Standard Conditions

Federal

- United States Code, Title 33, Sections 1251 et seq.: Clean Water Act
- Code of Federal Regulations Title 40 Parts 122 et seq.: National Pollutant Discharge Elimination System (NPDES)
- United States Code, Title 33, Sections 1251 et seq.: Clean Water Act
- Code of Federal Regulations Title 40 Parts 122 et seq.: Safe Drinking Water Act

State

- California Water Code Sections 13000 et seq.: Porter-Cologne Water Quality Act
- General Construction Permit, 2012-0006-DWQ, State Water Resources Control Board

County of Orange

- Drainage Area Master Plan

5.7.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.7-1, 5.7-2, 5.7-3, 5.7-4, 5.7-5, and 5.7-6.

5.7.7 Mitigation Measures

No mitigation measures are required.

5.7.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.7.9 References

California Stormwater Quality Association (CASQA). 2003, January. Stormwater Best Management Practice Handbook: Construction.

US Environmental Protection Agency (USEPA). 2011, December 21. 2010 Clean Water Act Section 303(d) List. http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml.

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5.8 LAND USE AND PLANNING

This section of the Environmental Impact Report (EIR) evaluates the potential impacts to land use in the City of La Habra and its sphere of influence (SOI) (together referred to as the City) from implementation of the La Habra General Plan Update (proposed project). This section is based on the proposed land uses described in detail in Section 3, *Project Description*, and shown in Figure 3-4, *Proposed Land Use Plan*. The proposed goals and policies have been evaluated to determine their consistency with other relevant sections of the La Habra General Plan Update, and the compatibility of proposed land use changes with existing land uses in the surrounding area is discussed. The proposed project is also evaluated for consistency with the Southern California Association of Governments' Regional Transportation Plan/Sustainable Communities Strategy.

Land use impacts can be either direct or indirect. Direct impacts result in land use incompatibilities, division of neighborhoods or communities, or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other topical sections of this EIR.

5.8.1 Environmental Setting

Land Use and Zoning

For a summary of existing land uses in and around La Habra and a summary of zoning in the planning area, see Section 4.3, *Local Environmental Setting*, in Chapter 4 of this EIR.

Applicable Plans and Regulations

State and regional laws, regulations, plans, or guidelines that are potentially applicable to the La Habra General Plan Update are summarized below.

State

State Planning Law and Complete Streets Act

State planning law (California Government Code Section 65300) requires every city in California to adopt a comprehensive, long-term general plan for the physical development of the city and of any land outside its boundaries that, in the planning agency's judgment, bears relation to its planning (sphere of influence). A general plan should consist of an integrated and internally consistent set of goals and policies grouped by topic into a set of elements and guided by a citywide vision. State law requires that a general plan address seven elements or topics (land use, circulation, housing, conservation, open space, noise, and safety), but allows some discretion on the arrangement and content. Additionally, each of the specific and applicable requirements in the state planning law should be examined to determine if there are environmental issues within the community that the general plan should address, such as hazards or flooding.

Additionally, Assembly Bill 1358 (AB 1358), the California Complete Streets Act, became effective January 1, 2011. AB 1358 places the planning, designing, and building of complete streets into the larger planning framework of the general plan by requiring jurisdictions to amend their circulation elements to plan for multimodal transportation networks.

The proposed project's consistency with state planning law and the California Complete Streets Act is provided in the analysis for Impact 5.8-1.

Regional

Southern California Association of Governments

See Section 4.2.2, *Regional Planning Considerations*, for an introduction to the Southern California Association of Governments (SCAG), 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)—which includes the Orange County subregional SCS—, Compass Growth Vision (CGV) and High Quality Transit Areas (HQTAs).

The La Habra General Plan Update is considered a project of regional significance according to the criteria in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the California Environmental Quality Act (CEQA) Guidelines. As of April 2012, the adopted regional plan to be referring to for consistency analysis is the 2012–2035 RTP/SCS (Brandenburg 2013). The SCS part of the 2012 RTP/SCS is essentially consistent with the older CGV, and therefore a separate consistency analysis with the previous and advisory CGV policies is not required. The proposed project's consistency with the applicable RTP/SCS goals is analyzed in detail in Table 5.8-1, *Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals,* and Table 5.6-8, *Orange County Subregional SCS Consistency Analysis.*

Separate goals, policies or guidelines have not been adopted for areas designated as HQTAs. The proposed project's consistency with the applicable RTP/SCS goals in Table 5.8-1 covers the proposed project's consistency with being in a designated HQTA.

5.8.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

LU-1 Physically divide an established community.

LU-2 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

LU-3 Conflict with any applicable habitat conservation plan or natural community conservation plan.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant: LU-1 and LU-3. These impacts will not be addressed in the following analysis.

5.8.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.8-1: Project Implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

Impact Analysis: The proposed project is an update to the City of La Habra General Plan, which is intended to shape future development within the City. It reorganizes the current General Plan into these chapters: Community Development, Mobility/Circulation, Infrastructure, Community Services, Conservation and Natural Resources, and Community Safety. As shown in Table 3-3, *Proposed General Plan Land Use Designations*, buildout of the General Plan Update would result in a population of 74,831 people, 25,153 residential units, 12,523,299 square feet of nonresidential development, and 25,634 jobs. The proposed project also includes a Climate Action Plan to address recently enacted legislation regarding climate change.

Following is an analysis of the proposed project's consistency with the applicable state, regional, and local laws, regulations, plans, and guidelines.

State Planning Law and California Complete Streets Act Consistency

The General Plan has been prepared in accordance with state planning law in California Government Code Section 65300. The proposed General Plan Update is meant to be a framework for guiding planning and development in La Habra through 2035 and beyond and can be thought of as the blueprint for the City's growth and development. The La Habra General Plan Update is comprehensive in its geography and subject matter. It addresses the entire territory within the City's boundary and the full spectrum of issues associated with management of the City.

The proposed General Plan Update is consistent with California Government Code Section 65302 because it addresses the seven required elements. More specifically, it involves a revision to the land use map and all elements. Throughout the various elements, the General Plan Update outlines development goals and policies and includes forecasts of long-term conditions; exhibits and diagrams; and objectives, principles, standards, and plan proposals. The proposed land use plan (see Figure 3-4, *Proposed Land Use Plan*) and the goals and policies in the General Plan Update strive to preserve and ensure land use compatibility throughout the City.

Various elements of the proposed General Plan Update contain policies and implementation measures that help the City implement AB 1358, the California Complete Streets Act (see Community Development, Mobility/Circulation, Infrastructure, and Conservation/Natural Resources Element policies listed below in Section 5.8.4, *Relevant General Plan Policies*). By implementing Complete Streets policies, the City would 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 would 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 Senate Bill 375 (SB 375), which are implemented through SCAG's 2012–2035 RTP/SCS. Refer to Section 5.14, *Transportation and Traffic*, for a detailed discussion of the proposed project's consistency with AB 1358.

Each of the specific and applicable requirements in the state planning law (California Government Code Section 65300) have been examined and considered to determine if there are environmental issues within the community that the General Plan should address, such as hazards and flooding. The various environmental issues associated with the proposed project (air quality, hazards, flooding, traffic, etc.) are addressed in their respective elements of the General Plan and in their respective topical sections in Chapter 5, *Environmental Analysis*, of this EIR.

SCAG 2012–2035 RTP/SCS Consistency

Table 5.9-1 provides an assessment of the proposed project's relationship to pertinent 2012–2035 SCAG RTP/SCS goals. The analysis in Table 5.8-1 concludes that the proposed project would be consistent with the applicable RTP/SCS goals. Therefore, implementation of the proposed project would not result in significant land use impacts related to relevant RTP/SCS goals. Related General Plan Update policies in the table are provided at the end of this section.

Table 5.8-1 Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals

RTP/SCS Goal #	SCAG Goal	Project Compliance with Goal	Relevant General Plan Policies
G1	Align the plan investments and policies with improving regional economic development and competitiveness.	*Not Applicable:* This is not a project-specific goal and is therefore not applicable.	Not applicable
G2	Maximize mobility and accessibility for all people and goods in the region.	*Consistent:* The transportation networks in La Habra would be designed, developed, and maintained to meet the needs of local and regional transportation and to ensure efficient mobility and accessibility. A number of regional and local plans and programs would be used to guide development and maintenance of transportation networks in the City, including but not limited to: • City of La Habra and County of Orange Traffic Impact Analysis Guidelines • Orange County Congestion Management Program • Caltrans Traffic Impact Studies Guidelines and Highway Capacity Manual • SCAG's 2012–2035 RTP/SCS • Assembly Bill 1358 (The California Complete Streets Act) Additionally, the City of La Habra is required by the California Government Code to coordinate its Mobility/Circulation Element with regional transportation plans, including SCAG's 2012–2035	LU 1.6, LU 3.2, LU 3.3, LU 5.4, LU 7.5, LU 7.6, LU 11.10, LU 11.11, LU 13.4, LU 16.6, ED 7.6, RN 1.5, RN 1.11, RN 1.13, AT 1.1 to AT 1.15, AT 2.1 to AT 2.9, AT 3.1 to AT 3.8, TDM 1.2, TDM 1.4, TDM 1.5, TDM 1.6, TDM 2.1, TDM 2.2, TDM 2.3, TDM 2.5, TDM 2.6, P 1.11, E 2.10, AQ 2.1, AQ 2.2, AQ 4.1, AQ 4.2, and AQ 4.5

Table 5.8-1 Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals

RTP/SCS Goal #	SCAG Goal	Project Compliance with Goal	Relevant General Plan Policies
		RTP/SCS. The Mobility/Circulation Element is a comprehensive transportation management strategy that addresses infrastructure capacity. The Community Development, Mobility/Circulation, Infrastructure, and Conservation/Natural Resources Elements of the General Plan Update contain policies that provide specific guidance on how to improve mobility in the City Refer to Section 5.13, *Transportation and Traffic*, which addresses local and regional transportation, traffic, circulation, and mobility in more detail.	
G3	Ensure travel safety and reliability for all people and goods in the region.	*Consistent:* All modes of public (motorized and nonmotorized) and commercial transit throughout the City would be required to follow safety standards established by corresponding state, regional, and local regulatory documents, standards, and regulations. For example, pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of La Habra, County of Orange) and regional (e.g., SCAG, Caltrans) agencies. Additionally, pedestrian circulation systems are required to be designed and constructed for the adaption and use of people with disabilities, consistent with the Americans with Disabilities Act (ADA) and state requirements. 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 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. The reduction of pedestrian/vehicle conflict is one of the most important goals of the complete streets concept. Furthermore, roadways for motorists must follow safety standards established for the local and regional plans mentioned in the analysis for RTP/SCS Goal G2, as well as the City's adopted engineering standards for vehicular circulation improvements and systems. The provision of safe and reliable modes of transit throughout the City would be ensured through the City's development review and building plan check process. The Community Development, Mobility/Circulation,	Policies listed under RTP/SCS Goal G2 apply to this goal.

Table 5.8-1 Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals

RTP/SCS Goal #	SCAG Goal	Project Compliance with Goal	Relevant General Plan Policies
		Infrastructure, and Conservation/Natural Resources Elements of the General Plan Update provide guidance and policies that promote the safe movement of people and goods, with importance placed on pedestrian and vehicular safety.	
G4	Preserve and ensure a sustainable regional transportation system.	*Consistent*: All new roadway developments and improvements to the existing transportation networks must be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how the developments would impact existing traffic capacities and to determine the need for improving future traffic capacities. Additionally, the regional plans mentioned in the analysis for RTP/SCS Goal G2 would be applicable to the design and development of the regional roadway network in and around the City. The Community Development, Mobility/Circulation, Infrastructure, and Conservation/Natural Resources Elements of the General Plan Update encourage regional coordination of transportation issues and provide guidance and policies that help preserve and ensure a sustainable regional transportation system	LU 1.6., RN 1.1, RN 1.5, AT 1.1, AT 1.4, AT 1.5, AT 1.6, AT 1.8 to AT 1.15, AT 2.2, TDM 1.2, TDM 1.6, TDM 2.2, and AQ 4.2
G5	Maximize the productivity of our transportation system.	*Consistent:* The local and regional transportation system would be improved and maintained to maximize efficiency and productivity. The City's Public Works Department and Community Development Department oversee the improvement and maintenance of all aspects of the City's public rights-of-way on a routine basis. The City also strives to maximize productivity of the region's public transportation system (i.e., bus, rail, bicycle) for residents, visitors, and workers coming into and out of La Habra. For example, La Habra encompasses over 19 miles of bikeways, and the City plans to develop a Bikeway Master Plan, which will encourage the development of a safe and convenient bikeway system. The Bikeway Master Plan will be consistent with the Orange County Transportation Authority's (OCTA) Commuter Bikeways Strategic Plan, focusing on strategies to make bicycle transportation a viable option to the private automobile. The City is also served by a number of public transit routes and facilities provided by three transit providers (OCTA, Foothill Transit, and Norwalk Transit). The Community Development, Mobility/Circulation, Infrastructure, and Conservation/Natural Resources Elements of the General Plan Update contain	Policies listed under RTP/SCS Goal G2 apply to this goal.

Table 5.8-1 Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals

RTP/SCS Goal #	SCAG Goal	Project Compliance with Goal	Relevant General Plan Policies
		guidance and policies to improve the City's transportation system.	
G6	Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	*Consistent:* The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development would be encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. For example, individual development projects in the City are required to comply with the provisions of the 2008 Building and Energy Efficiency Standards and the 2010 Green Building Standards Code (CALGreen). Compliance with these provisions and the City of La Habra Climate Action Plan (being prepared concurrently with the General Plan Update) would be ensured through the City's development review and building plan check process. The City also strives to maximize protection of the environment and improvement of air quality by encouraging and improving the use of the region's public transportation system (i.e., bus, rail, and bicycle) for residents, visitors, and workers coming into and out of La Habra. As mentioned in the analysis for RTP/SCS Goal G5, La Habra encompasses over 19 miles of bikeways, and the City plans to develop a Bikeway Master Plan, which will encourage the development of a safe and convenient bikeway system. Additionally, the City is 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. Further, the close proximity of existing and future housing units in the City and in surrounding communities and region to employment, commercial, and mixed uses envisioned by the General Plan Update would reduce vehicle miles traveled and thereby reduce air quality and traffic impacts and greenhouse gas emissions. The Community Development, Mobility/Circulation, Infrastructure, and Conservation/Natural Resources Elements of the General Plan Update contain guidance and policies to improve and protect the region's air quality and environment and promote energy efficiency.	LU 3.1, LU 3.2, LU 3.3, LU 5.1 to LU 5.4, LU 7.5, LU 7.6, LU 11.10, LU 11.11, LU 13.4, LU 16.6, LU 16.8, RN 1.1, RN 1.5, RN 1.11, RN 1.13, AT 1.1, AT 1.3, AT 1.4, AT 1.6, AT 1.8, AT 1.10, AT 1.11 to AT 1.15, AT 2.1 to AT 2.9, AT 3.1 to AT 3.8, TDM 1.2 to TDM 1.6, TDM 2.1 to TDM 2.6, P 1.11, E 2.2, E 2.3, E 2.4, E 2.7, E 2.8, E 2.9, E 2.10, AQ 2.1, AQ 2.2, AQ 4.1, AQ 4.2, AQ 4.4, and AQ 4.5

Table 5.8-1 Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy Goals

RTP/SCS Goal #	SCAG Goal	Project Compliance with Goal	Relevant General Plan Policies
G7	Actively encourage and create incentives for energy efficiency, where possible.	*Consistent:* The Building and Safety Department operates a voluntary Sustainable Development Program that provides incentives to eligible new construction projects that meet certain requirements related to energy efficiency. The program is based on the Leadership in Energy and Environmental Design (LEED), California Green Building, and Energy Star programs. Builders and developers who voluntarily obtain certification of their projects under these programs are eligible to receive incentives including priority plan check and field inspection service, guaranteed plan check timelines, and release of electrical meters prior to final inspection. The Land Use section of the General Plan Update also contains policies that promote energy-efficient building practices.	LU 5.1 through LU 5.4
G8	Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	*Consistent:* See response to RTP/SCS Goal G6.	Policies listed under RTP/SCS Goals G2 and G6 apply to this goal.
G9	Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	*Consistent:* The City conducts frequent monitoring of existing and newly constructed roadways and transit routes to determine the adequacy and safety of these systems. Other local and regional agencies (i.e., Caltrans, SCAG, OCTA, Foothill Transit, and Norwalk Transit) would continue to work with the City to manage these systems. Security situations involving roadways and evacuations would be addressed in the City's emergency management plans developed in accordance with the state and federal mandated emergency management regulations. The Community Development, Mobility/Circulation, and Conservation/Natural Resources Elements of the General Plan contain guidance and policies for a safe and efficient transportation system.	RN 1.5, RN 1.10, AT 1.1, AT 1.4, and AQ 4.2

Source: 2012–2305 SCAG Regional Transportation Plan/Sustainable Communities Strategy.

5.8.4 Relevant General Plan Policies

The following are relevant policies of the La Habra General Plan Update that are designed to reduce potential land use and planning impacts of future development in La Habra.

Community Development

Land Use

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.

LU 3.1 **Sustainable Development Pattern.** Provide for an overall pattern of land uses that promotes efficient development; reduces pollution, automobile dependence, and greenhouse gas emissions and the expenditure of energy and other resources; ensures compatibility between uses; enhances community livability and public health; and sustains economic vitality.

LU 3.2 **Uses to Meet Daily Needs.** Encourage uses that meet daily needs such as grocery stores, local-serving restaurants, and other businesses and activities within walking distance of residences to reduce the frequency and length of vehicle trips.

LU 3.3 **A Vigorous and Active Downtown.** Provide for compact and intensified mixed-use development in the Civic Center area along La Habra Boulevard as a vital, pedestrian-oriented "downtown" that serves as the focal point of community identity and activity, governance, and is linked to regional and local transit.

LU 5.1 **Regulating Sustainable Development.** Require that new development and reconstruction comply with the California Green Building Standards Code with amendments and update periodically to reflect future amendments.

LU 5.2 **Sustainable Building Practices.** Promote sustainable building practices that utilize architectural design features, materials, interior fixtures and finishes, and construction techniques to reduce energy and water consumption, human exposure to toxic and chemical pollution, and disposal of waste materials.

LU 5.3 **Existing Structure Reuse.** Encourage the retention, adaptive reuse, and renovation of existing buildings with "green" building technologies and standards.

LU 5.4 **Sustainable Sites and Land Development.** Promote land development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and disposal of waste materials incorporating such techniques as:

a. Concentration of uses and design of development to promote walking, bicycling, and use of public transit in lieu of the automobile;
b. Capture and reuse of stormwater on-site for irrigation;
c. Management of wastewater and use of recycled water, including encouraging the use of grey water;
d. Orientation of buildings to maximize opportunities for solar energy use, daylighting, and ventilation;

e. Use of landscapes that conserve water and reduce green waste;
f. Use of permeable paving materials or reduction of paved surfaces;
g. Shading of surface parking, walkways, and plazas and incorporation of solar technology; and/or
h. Recycling and/or salvaging for reuse of construction and demolition debris.

LU 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 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.

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 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 16.8 **Sustainable Industrial Development.** Encourage large scale industrial development projects to provide on-site alternative energy sources and containment of stormwater runoff.

Economic Development

ED 7.6 **Resident Mobility.** Offer curb-to-curb shuttle service for seniors and qualified disabled residents subject to available funding.

Regional and Local Roadway Networks/Facilities

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 1.5 **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 1.11 **Complete Streets.** Implement complete street improvements and maintenance as funding becomes available.

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.

Mobility/Circulation

Non-Motor/Alternative Transportation System

AT 1.1 **Public Transportation Availability.** Work with the Orange County Transportation Authority (OCTA) and other transit agencies to assess City public transportation needs and to assure delivery of public transportation when and where it is needed.

AT 1.2 **Transit Accessibility.** Encourage and provide transit accessibility to everyone including the elderly, handicapped, and transit dependent.

AT 1.3 **Transit Centers.** Support development of mini transit centers or hubs (i.e., sheltered locations where several transit lines meet) in new higher density mixed use centers to facilitate convenient transfers and connections. The transit centers should generally include bus parking turn-ins, bus shelters and benches, signage with guide maps and schedules, vehicle, and bicycle parking.

AT 1.4 **Park & Ride Lots.** Work with OCTA and Caltrans to provide designated park & ride locations for safe, convenient places for transit riders to park their vehicles to transfer to a carpool, vanpool, or bus.

AT 1.5 **Transportation Assistance.** Support and participate with OCTA ACCESS Service in providing transportation assistance to senior citizens and the handicapped.

AT 1.6 **Prepaid Transit Passes.** Encourage all employers and schools to provide prepaid passes for employees and students, for use on OCTA, Foothill Transit and Norwalk Transit.

AT 1.7 **Curb-to-Curb Public Transportation.** Expand the curb-to-curb "La Habra Shuttle" public transportation service for more users providing shorter headways and dedicated connections as funding becomes available.

AT 1.8 **Go Local.** Participate in OCTA's Go Local program including encouraging bus service to provide shuttles to/from the Amtrak/Metrolink stations in Fullerton and Buena Park to the La Habra Civic Center and other local employment and activity centers.

AT 1.9 **Passenger Rail.** Support regional passenger rail planning efforts, including provision of shuttles to/from the Amtrak/Metrolink stations in Fullerton, Buena Park, and Norwalk.

AT 1.10 **Fixed Guideway.** Support the extension of the existing Los Angeles Metropolitan Transit Agency (LAMTA) Gold Line fixed guideway transit system to La Habra.

AT 1.11 **Railroad Right-of-Way.** Support conversion of the Union Pacific Railroad right-of-way into a multi-use facility, should the right-of-way become available, considering alternate uses and treatments either for light rail or as a bikeway use or both.

AT 1.12 **Bus Rapid Transit.** Support the development of bus rapid transit, or a high performance bus service combining dedicated bus lanes and transit hubs with high-quality vehicles and amenities, in the City to provide transit service to regional commercial and office areas.

AT 1.13 **Transit Oriented Developments.** Promote the development of new mixed-use projects near established transit corridors and nodes to provide a practical alternative to the single-occupant vehicle, consistent with the Community Development Element Land Use section.

AT 1.14 **Transit Amenities.** Encourage the provision of convenient and attractive transit amenities and streetscape furniture, landscaping, and lighting at bus stops to encourage the use of public transportation.

AT 1.15 **New Development Transit Facilities.** Require developers to include transit amenities such as bus benches, informational signage, and shelters in their development plans when feasible.

AT 2.1 **Bikeway Master Plan.** Develop a Bikeway Master Plan consistent with the OCTA Commuter Bikeways Strategic Plan, to encourage the development of a safe and convenient bikeway system. The Bikeway Master Plan will focus on strategies to make bicycle transportation a viable option to the private automobile.

AT 2.2 **Regional Bikeways.** Participate in the planning and construction of regional bikeways as both a commuter alternative and for recreational purposes. Consider the bicycle plans of neighboring cities to ensure connectivity on a regional level.

AT 2.3 **Bikeway Network.** Maintain and extend where and when feasible the City's bikeway network to make bicycling an attractive option.

AT 2.4 **Bike Trail Linkages.** Provide additional Class-I, Class-II, or innovative bicycle trail linkages between residential areas, employment areas, schools, parks, commercial areas, and transit stations.

AT 2.5 **Class I Bicycle Routes.** Establish additional Class I bike routes to encourage bicycle riding by providing dedicated facilities separate from vehicle traffic.

AT 2.6 **Pathway Easements.** Require new development to dedicate easements for bicycle trail/pedestrian pathway connections.

AT 2.7 **Alternative Routes.** Pursue opportunities to construct multi-use trails or bikeways along alternative routes such as railroad rights-of-way and flood control channel levees where feasible.

AT 2.8 **Bicycle Parking.** Require that a percentage of parking spaces in new non-residential developments and additions to existing facilities be set aside for secure bicycle parking, to encourage use of bicycles for commuting, shopping, and recreational purposes.

AT 2.9 **Facilities Supporting Bicycle Riders.** Encourage developers of offices and other businesses with a large number of employees to provide showers and lockers as conveniences for bicycle riders and establish a threshold number above which these would be required.

AT 2.10 **Health Through Bicycling.** Support programs which encourage more people to bicycle for transportation and recreation, to provide an attractive and healthy transportation option, which will reduce traffic congestion, air pollution, and noise pollution.

AT 3.1 **Pedestrian Network.** Develop facilities to create a comfortable pedestrian walking environment throughout the City, such as pedestrian pathways, textured paving crosswalks, street furnishings, and landscaping to link residential areas, commercial centers, schools, and parks making walking an attractive option.

AT 3.2 **Pedestrian Linkages.** Require that new developments provide dedicated easements or pedestrian linkages to adjacent developments, establishing an interconnected network of pedestrian sidewalks and paths.

AT 3.3 **Accessible Facilities.** Provide for the adaptation and use of all pedestrian circulation systems by persons with disabilities through the design standards and implementation of projects that recognize their need and increase their access to facilities and services, consistent with Americans with Disabilities Act (ADA) and State requirements.

AT 3.4 **Safe Routes to School.** Support establishment of a safe routes to schools program for all elementary and middle schools, to encourage children to walk or bike to school.

AT 3.5 **Street Walkability.** Provide for the complete street needs of pedestrians to ensure the "walkability" of all streets in residential, retail commercial, and mixed-use areas, including sidewalks, pedestrian crossing opportunities, median islands, pedestrian signals, street furniture, lighting, and signage.

AT 3.6 **Pedestrian Connectivity.** Enhance pedestrian connectivity between pedestrian attractors such as neighborhoods, mixed-use centers, commercial areas, schools, parks, and entertainment and cultural areas to make the pedestrian option safer and more convenient.

AT 3.7 **Pedestrian Priority Areas.** Identify priority neighborhoods and streets with high walking potential, such as the downtown core, the Civic Center area, mixed-use districts, and residential neighborhoods to maximize the benefits of investing in pedestrian facilities and enhancements.

AT 3.8 **Street Modifications/Improvements.** Enhance pedestrian facilities (e.g., pedestrian pathways, textured paving crosswalks, street furnishings, and landscaping) where feasible when incorporating modifications/improvements into an existing street.

Transportation Demand Management

TDM 1.1 **Sustainable Communities Strategy.** Support consistency with the Orange County Sustainable Communities Strategy (OC SCS) and SCAG RTP/SCS by providing an integrated land use and transportation plan to meet mandated emissions reduction targets consistent with SB 375.

TDM 1.2 **TDM Participation.** Increase participation in transportation demand management (TDM) programs such as staggered work hours, flex time, carpooling, vanpooling, transit, bicycling, preferential parking, and alternative technologies.

TDM 1.3 **GHG Emission Targets.** Achieve greenhouse gas emission (GHG) targets through two principal strategies: reducing motor vehicle use and changing land use development patterns.

TDM 1.4 **Commute Trip Reduction.** Support South Coast Air Quality Management District (SCAQMD) trip reduction programs, including such options as park and ride lots, transit subsidies, carpool and vanpool programs, flexible working hours, bicycle facilities, and other traffic reduction strategies.

TDM 1.5 **Project Incentives.** Provide incentives such as reduced parking requirements, trip credits, and lower mitigation fees for projects that are consistent with the OC SCS such as transit-related, mixed-use, and similar projects.

TDM 1.6 **Transit and Carpool Trip Share.** Support efforts by OCTA and other agencies that provide incentives for employers to increase the share of employee work trips made by transit and carpooling to meet the goals required by the SCAQMD.

TDM 2.1 **Alternative Transportation Technologies.** Support alternative transportation technologies and modes through such means as changes in code requirements, preferential parking, and information distribution to reduce vehicle emissions, congestion, and create a more pedestrian-friendly environment.

TDM 2.2 **Alternate Transportation Modes.** Promote alternate modes of transportation and overall system efficiency by maximizing use of existing transportation networks and developing new modes.

TDM 2.3 **Vehicle Occupancy.** Promote programs which encourage and support increased vehicle occupancy, traveler information systems, shuttles, carpool parking, and transit passes.

TDM 2.4 **Alternative Fuels.** Require that 100 percent of the vehicles purchased for the municipal fleet be high-efficiency (hybrid), low-emission, or alternative fuel vehicles (public safety vehicles exempt).

TDM 2.5 **Alternative Fuel Facilities.** Promote alternative fuel support facilities such as hydrogen and CNG fueling stations and electric vehicle charging stations for these emerging technologies.

TDM 2.6 **Alternative Transportation Modes.** Require alternate modes of transportation for new low cost housing and senior citizen development projects.

Parking

P 1.11 **Bicycle Parking.** Require that space in new commercial developments be set aside for bicycles.

Infrastructure

Energy

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.

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 2.7 **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).

Conservation/Natural Resources

Air Quality and Climate

AQ 2.1 **Land Use and Urban Form.** Reduce air pollution and GHG emissions by discouraging dependence on the private automobile; promoting development that is compact, mixed-use, pedestrian- and bicycle-friendly, and transit-oriented; improving the jobs-housing balance; promoting energy-efficient building design and site planning; using water efficient systems; and comparable methods defined in the Land Use Section of the Community Development Chapter.

AQ 2.2 **Infill and Mixed-Use Development.** Focus infill and mixed-use development in the downtown core, along La Habra Boulevard and Whittier Boulevard, and in activity cores that contain uses and services accessible by walking from adjoining residential neighborhoods to reduce vehicle trips, air pollution, and GHG emissions.

AQ 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 (TMD), 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 4.4 **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 multifamily, mixed-use, and high density centers and corridors to accommodate these vehicles.

5.8.5 Existing Regulations

- City of La Habra Zoning Code
- State planning law (California Government Code Section 65300)
- Assembly Bill 1358, the California Complete Streets Act

5.8.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements, the following impact would be less than significant: 5.8-1.

5.8.7 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

5.8.8 Level of Significance After Mitigation

Impacts would be less than significant, and no significant and unavoidable land use impacts would occur.

5.8.9 References

Brandenburg, Peter (Senior Regional Planner). 2013, July 1. E-mail correspondence. Southern California Association of Governments.

Southern California Association of Governments (SCAG). 2012, April 4. Chapter 4: Sustainable Communities Strategy. In 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. http://www.scagrtp.net/download.

———. 2013. High Quality Transit Areas (HQTA) in the City of La Habra [2035 Plan]. http://webapp.scag.ca.gov/scsmaps/Maps/Orange%20County/subregion/OCCOG/La%20Habra/image/La_Habra_TPP.jpg.

5. Environmental Analysis
LAND USE AND PLANNING

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5.9 NOISE

This section of the Environmental Impact Report (EIR) discusses the fundamentals of sound; examines federal, state, and local noise guidelines, policies, and standards; reviews noise levels at existing receptor locations; evaluates potential noise impacts associated with the La Habra General Plan Update; and provides mitigation to reduce noise impacts at noise-sensitive locations. Noise calculations on which this analysis is based are included in Appendix E, *Noise Contour Calculations*. This analysis also relies on the City of La Habra General Plan Update Technical Background Report prepared by Atkins in May 2012.

5.9.1 Environmental Setting

5.9.1.1 CHARACTERISTICS OF SOUND

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from traffic on a major highway. Table 5.9-1, *Representative Environmental Noise Levels*, illustrates representative noise levels for the environment.

Table 5.9-1 Representative Environmental Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet Fly-over at 100 feet	105	
	100	
Gas Lawnmower at 3 feet	95	
	90	
	85	Food Blender at 3 feet
Diesel Truck going 50 mph at 50 feet	80	Garbage Disposal at 3 feet
Noisy Urban Area during Daytime	75	
Gas Lawnmower at 100 feet	70	Vacuum Cleaner at 10 feet
Commercial Area	65	Normal Speech at 3 feet
Heavy Traffic at 300 feet	60	
	55	Large Business Office
Quiet Urban Area during Daytime	50	Dishwasher in Next Room
	45	
Quiet Urban Area during Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Area during Nighttime	35	
	30	Library
Quiet Rural Area during Nighttime	25	Bedroom at Night, Concert Hall (background)
	20	
	15	Broadcast/Recording Studio
	10	
	5	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Caltrans 2009.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- **L_{eq},** the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time; thus, the Leq of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

- **L_{dn},** the Day-Night Average Level, is a 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.

- **CNEL**, the Community Noise Equivalent Level, is a 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 PM to 7:00 AM, and an additional 5 dBA weighting during the hours of 7:00 PM to 10:00 PM to account for noise sensitivity in the evening and nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

- **L_{min},** the minimum instantaneous noise level experienced during a given period of time.

- **L_{max},** the maximum instantaneous noise level experienced during a given period of time.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 55 dBA, moderate in the 55 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated natural settings that can provide noise levels as low as 20 dBA, and quiet suburban residential streets that can provide noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semicommercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). Some people may consider louder environments adverse, but most individuals will tolerate higher levels associated with more noisy urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). When evaluating changes in 24-hour community noise levels, a 3 dBA increase is barely perceptible to most people. A 5 dBA increase is readily noticeable, and a 10 dBA increase would be perceived as a doubling of loudness.

Noise levels from a particular source decline as distance to the receptor increases. Other factors, such as the weather and reflecting or shielding, also help intensify or reduce the noise level at any given location. Sound from a small localized source (approximating a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates or drops off at a rate of 6 dBA for each doubling of the distance. However, highway traffic noise is not a single, stationary point source. The movement of the vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point when viewed over a time interval. This results in cylindrical spreading rather than spherical spreading. Because the change in surface area of a cylinder only increases by two times for each doubling of the radius instead of the four times associated with spheres, the change in sound level is 3 dBA for each doubling of distance. Noise levels may also be reduced by intervening structures—generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, and a solid wall or berm reduces noise levels by 5 to 10 dBA. As noted by the California Department of Transportation (Caltrans), the manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 dBA with closed windows, but the exterior-to-interior reduction of newer homes is generally 30 dBA or more due to the use of double-pane windows.

5.9.1.2 PSYCHOLOGICAL AND PHYSIOLOGICAL EFFECTS OF NOISE

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA

increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. Extended periods of noise exposure above 90 dBA results in permanent cell damage, which is the main driver for employee hearing protection regulations in the workplace. For community environments, the ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less-developed areas. Elevated ambient noise levels can result in noise interference (e.g., speech interruption/masking, sleep disturbance, disturbance of concentration) and cause annoyance.

5.9.1.3 VIBRATION FUNDAMENTALS

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration is normally associated with activities such as railroads or vibration-intensive stationary sources, but can also be associated with construction equipment such as jackhammers, pile drivers, and hydraulic hammers. Vibration displacement is the distance that a point on a surface moves away from its original static position. The instantaneous speed that a point on a surface moves is the velocity, and the rate of change of the speed is the acceleration. Each of these descriptors can be used to correlate vibration to human response, building damage, and acceptable equipment vibration levels. During project construction, the operation of construction equipment can cause groundborne vibration. During the operational phase of a project, receptors may be subject to levels of vibration that can cause annoyance due to noise generated from vibration of a structure or items within a structure. These types of vibration are best measured and described in terms of velocity and acceleration.

The three main types of waves associated with groundborne vibrations are surface or Rayleigh waves, compression or P-waves, and shear or S-waves.

- Surface or Rayleigh waves travel along the ground surface. They carry most of their energy along an expanding *cylindrical* wave front, similar to the ripples produced by throwing a rock into a lake. The particle motion is more or less perpendicular to the direction of propagation.

- Compression or P-waves are body waves that carry their energy along an expanding *spherical* wave front. The particle motion in these waves is longitudinal, in a push-pull motion. P-waves are analogous to airborne sound waves.

- Shear or S-waves are also body waves, carrying their energy along an expanding *spherical* wave front. Unlike P-waves, however, the particle motion is transverse, or perpendicular to the direction of propagation.

Vibration amplitudes are usually described in terms of either the peak particle velocity (PPV) or the root-mean-square (RMS) velocity. PPV is the maximum instantaneous peak of the vibration signal and RMS is the square root of the average of the squared amplitude of the signal. PPV is more appropriate for evaluating potential building damage, and RMS is typically more suitable for evaluating human response.

The units for PPV and RMS velocity are normally inches per second (in/sec). Often, vibration is presented and discussed in dB units in order to compress the range of numbers required to describe the vibration. In this study, all PPV and RMS velocity levels are in in/sec and all vibration levels are in dB relative to one

microinch per second (abbreviated as VdB). Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration. Even the more persistent Rayleigh waves decrease relatively quickly as they move away from the source of the vibration. Man-made vibration problems are, therefore, usually confined to relatively short distances (500 to 600 feet or less) from the source (FTA 2006).

Construction operations generally include a wide range of activities that can generate groundborne vibration. In general, blasting and demolition of structures generate the highest vibrations. Vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible amounts of vibration at up to 200 feet. Heavy trucks can also generate groundborne vibrations, which can vary, depending on vehicle type, weight, and pavement conditions. Potholes, pavement joints, discontinuities, differential settlement of pavement, etc., all increase the vibration levels from vehicles passing over a road surface. Construction vibration is normally of greater concern than vibration from normal traffic flows on streets and freeways with smooth pavement conditions. Trains generate substantial quantities of vibration due to their engines, steel wheels, heavy loads, and wheel-rail interactions.

Noise- and Vibration-Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration. These uses include residential, schools, libraries, churches, nursing homes, hospitals, and open space/recreation areas where quiet environments are necessary for enjoyment, public health, and safety. Commercial and industrial uses are generally not considered noise- and vibration-sensitive uses unless noise and vibration would interfere with their normal operations and business activities.

5.9.1.4 REGULATORY FRAMEWORK

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise.

California State Regulations

The California Governor's Office of Planning and Research (OPR) has published recommended guidelines for mobile source noise and land use compatibility (OPR 2003). Each jurisdiction is required to consider these guidelines when developing its general plan noise element and determining the acceptable noise levels within its community. Specifically, ranges of noise exposure levels have been developed for different land uses to serve as the primary tool a city uses to assess the compatibility between land uses and outdoor noise. These noise guidelines are shown in Table 5.9-2, *Land Use Compatibility with Community Noise Environments*, where a noise level of 60 dBA CNEL is recommended for the exterior living areas of new residential land uses and 45 dBA CNEL for the interior of all new residential uses. The La Habra General Plan 2020 Noise Element is consistent with the state guidelines. When a land use is denoted as "normally acceptable" for the given CNEL noise environment, the highest noise level in that range should be considered the maximum desirable for conventional construction that does not incorporate any special acoustic treatment. The acceptability of noise environments classified as "conditionally acceptable" or "normally unacceptable" will depend on the

anticipated amount of time that will normally be spent outside the structure and the acoustic treatment to be incorporated in the structure's design.

Table 5.9-2 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: City of La Habra General Plan Update, Community Safety Element.

—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.

City of La Habra Noise Standards

Noise Element Policies

The City of La Habra's General Plan 2020 Noise Element establishes goals and policies to minimize noise impacts to the people who live and work in the City of La Habra. The element identifies noise-sensitive areas as those areas where ambient noise levels exceed the noise levels established in the City's municipal code, as well as areas where noise-sensitive land uses are exposed to ambient noise levels in excess of 60 dBA, consistent with state guidelines (Table 5.9-2). The element also identifies that the greatest source of noise in the City is the roadway noise generated along arterial and secondary roadways.

The noise element aims to reduce the exposure of noise sensitive land uses to excessive and potentially harmful noise with a goal to: "Minimize noise impacts to the people who live and work in La Habra." The policies and programs that support minimizing noise impacts are:

- Policy—Preserve and ensure a safe and quiet environment in residential neighborhoods.
- Programs:
  - Enforce the state and Local noise regulations and the City Noise Ordinance to abate and control noise polluting within the City.
  - Maintain land uses that are compatible with the noise levels within the community through the enforcement of the General Plan Land Use and Zoning Map.

Municipal Code

The City of La Habra has adopted a noise ordinance (La Habra Municipal Code Chapter 9.32) that identifies exterior and interior noise standards, specific noise restrictions, exemptions, and variances for sources of noise within the City. The noise ordinance applies to all noise sources with the exception of any vehicle that is operated upon any public highway, street or right-of-way, or to the operation of any off-highway vehicle, to the extent that it is regulated in the California Vehicle Code, and all other sources of noise that are specifically exempted.

The exterior noise standards established in the City's Noise Ordinance are identified in Table 5.9-3, *City of La Habra Noise Ordinance Exterior Noise Standards*, along with the exterior noise levels that are prohibited. Table 5.9-4, *City of La Habra Noise Ordinance Interior Noise Standards*, identifies the City's interior noise standards and prohibited interior noise levels. The City's noise ordinance exterior standard of 55 dBA/50 dBA L_{eq} (day/night) and interior standard of 55 dBA/45 dBA L_{eq} (day/night) for all residential properties has been established specifically for impulsive or impact noise. In both cases, if the ambient noise level is greater than the identified noise standards, the noise standard becomes the ambient noise level without the offending noise.

Table 5.9-3 City of La Habra Noise Ordinance Exterior Noise Standards

Noise Zone	Noise Zone Land Uses	Noise Level (L_{eq})	Time Period
1	All Residential Properties	55 dBA 50 dBA	7:00 AM to 10:00 PM 10:00 PM to 7:00 AM

Source: City of La Habra, La Habra Municipal Code, Noise Ordinance Section 9.32.050.
Exterior Noise Levels Prohibited
B. It shall be unlawful for any person at any location within the incorporated area of the City to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level when measured on any residential, public institutional, professional, commercial or industrial property, either within or without the City, to exceed the applicable noise standards:
1. The noise standard for a cumulative period of more than thirty minutes in any hour; or
2. The noise standard plus 5 dBA for a cumulative period of more than fifteen minutes in any hour; or
3. The noise standard plus 10 dBA for a cumulative period of more than five minutes in any hour; or
4 The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour; or
5. The noise standard plus 20 dBA for any period of time.
C. In the event the ambient noise level exceeds any of the five noise limit categories set forth in Subsection B1 through B5 of this section, the cumulative period applicable to the category shall be increased to reflect the ambient noise level. Furthermore, the maximum permissible noise level shall never exceed the maximum ambient noise level.
D. Each of the noise limits specified in Subsection A shall be reduced by 5 dBA for impact or simple tone noises, or for noises consisting of speech or music. (Ord. 923 § 1(F), 1975: Ord. 880 § 5, 1973).

Table 5.9-4 City of La Habra Noise Ordinance Interior Noise Standards

Noise Zone	Noise Zone Land Uses	Noise Level (L_{eq})	Time Period
1	All Residential Properties	55 dBA 45 dBA	7:00 am to 10:00 pm 10:00 pm to 7:00 am

Source: City of La Habra, La Habra Municipal Code, Noise Ordinance Section 9.32.060.
Interior Noise Levels Prohibited
B. It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level, when measured within any other dwelling unit on any residential property to exceed:
1. The noise standard for a cumulative period of more than five minutes in any hour; or
2. The noise standard plus 5 dBA for a cumulative period of more than one minute in any hour; or
3. The noise standard plus 10 dBA for any period of time.
C. In the event the ambient noise level exceeds any of the three noise limit categories set forth in Subsection A1 through A3 of this section, the cumulative period applicable to the category shall be increased to reflect the ambient noise level. Furthermore, the maximum permissible noise level shall never exceed the maximum ambient noise level.
D. Each of the noise limits specified in Subsection A shall be reduced by 5 dBA for impact or simple tone noises, or for noises consisting of speech or music. (Ord. 923 § 1(G), 1975: Ord. 880 § 6, 1973).

In order to protect noise sensitive land uses such as schools, hospitals, and churches—in addition to the exterior and interior limits indicated above—Section 9.32.080 of the Noise Ordinance states:

> It is unlawful for any person to create any noise which causes the noise level at any school, hospital or church while the same is in use, to exceed the noise limits as specified in Section 9.32.050 prescribed for the assigned noise zone in which the school, hospital or church is located, or which noise level unreasonably interferes with the use of such institutions or which unreasonably disturbs or annoys patients in the hospital, provided conspicuous signs are displayed in three separate locations within one-tenth of a mile of the institution indicating the presence of a school, church or hospital. (Ord. 923 Section 1 (part), 1975; Ord. 880 Section 9, 1973)

The following activities are exempted from the noise levels identified above in accordance with Section 9.32.070 of the City's Noise Ordinance:

A. School bands, school athletic and school entertainment events;

B. Outdoor gatherings, public dances, shows and sporting and entertainment events provided the events are conducted pursuant to a permit issued by the city pursuant to Chapter 5.32 relative to the staging of said events;

C. Activities conducted on public parks, public playgrounds, and public or private school grounds;

D. Any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle or work;

E. Noise sources associated with construction, repair, remodeling, or grading of any real property, provided the activities do not take place between the hours of 8 PM and 7 AM on weekdays, including Saturday, or at any time on Sunday or a federal holiday;

F. All mechanical devices, apparatus or equipment which are utilized for the protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions;

G. Mobile noise sources associated with agricultural operations provided such operations do not take place between the hours of eight p.m. and seven a.m. on weekdays, including Saturday or at any time on Sunday or a federal holiday;

H. Mobile noise sources associated with agricultural pest control through pesticide application; provided, that the application is made in accordance with restricted material permits issued by or regulations enforced by the agricultural commissioner;

I. Noise sources associated with the maintenance of real property provided the activities take place between the hours of seven a.m. and eight p.m. on any day except Sunday or federal holiday, or between the hours of nine a.m. and eight p.m. on Sunday or federal holiday;

J. Any activity to the extent regulation thereof has been preempted by state or federal law. (Ord. 1367 § 1, 1989; Ord. 923 § 1(H), 1975)

Construction Noise Hours

Noise sources associated with construction activity are exempt from the noise standards presented in Table 5.9-3 and Table 5.9-4 per Section 9.32.070(E), provided they take place only between the hours of 7 AM and 8 PM on Monday through Saturday.

Vibration Criteria

The City of La Habra has not adopted criteria to address vibration; therefore, the Federal Transit Administration (FTA) is used for this analysis. The FTA provides criteria for acceptable levels of groundborne vibration for various types of land uses that are sensitive to vibration. These criteria can be separated into annoyance effects and architectural damage effects due to vibration.

Vibration Annoyance

Table 5.9-5, *Groundborne Vibration Impact Criteria: Human Annoyance*, shows the FTA and Caltrans vibration criteria to evaluate vibration-related annoyance due to resonances of the structural components of a building. These criteria are based on the work of many researchers that suggested that humans are sensitive to vibration velocities in the range of 8 to 80 Hz.

Table 5.9-5 Groundborne Vibration Criteria: Human Annoyance

Land Use Category	Vibration Velocity, in/sec (RMS amplitude)[1]	Description
Workshop	0.032	Distinctly felt vibration. Appropriate to workshops and nonsensitive areas
Office	0.016	Felt vibration. Appropriate to offices and nonsensitive areas.
Residential – Daytime	0.008	Barely felt vibration. Adequate for computer equipment.
Residential – Nighttime	0.004	Vibration not felt, but groundborne noise may be audible inside quiet rooms.

Source: FTA 2006 and Caltrans 2004.
[1] As measured in 1/3-octave bands of frequency over the frequency ranges of 8 to 80 Hz.

Vibration-Related Structural Damage

Structures amplify groundborne vibration with typical residential structures more affected by ground vibration than heavier buildings. The level at which groundborne vibration is strong enough to cause architectural damage has not been determined conclusively. The most conservative estimates are reflected in the FTA standards, shown in Table 5.9-6, *Groundborne Vibration Impact Criteria: Architectural Damage*.

Table 5.9-6 Groundborne Vibration Impact Criteria: Architectural Damage

Building Category	PPV (in/sec)
I. Reinforced concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Nonengineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

Source: FTA 2006.

5.9.1.5 EXISTING NOISE ENVIRONMENT

Land uses within the La Habra planning area include a range of residential, commercial, institutional, industrial, recreational, and open space areas. In general, the greatest source of noise throughout La Habra is vehicle roadway noise generated along arterial roadways such as Beach Boulevard, Imperial Highway, Whittier Boulevard, and Harbor Boulevard, as well as minor arterial roads along residential areas, the Union Pacific Railroad line that is used for freight, and various stationary sources such as commercial heating, ventilation, and air conditioning (HVAC) units.

Roadway Noise

Noise levels along roadways are affected by several traffic characteristics, most important being the average daily traffic (ADT). Other factors that affect roadway noise levels include the vehicle mix of trucks versus automobiles, road conditions, vehicle speed, and the gradient of the roadway. The major east–west roadways in La Habra include Whittier Boulevard, La Habra Boulevard, Lambert Road, and Imperial Highway. The major north–south roadways include Beach Boulevard, Idaho Street, Walnut Street, Euclid Street, Cypress Street, Harbor Boulevard, and Palm Street. In general, these roadways have commercial or residential land uses with some sound-reducing mitigation measures—such as sound walls and setbacks from the roadways—incorporated into the site design.

Rail Noise

The Union Pacific Railroad maintains the railroad right-of-way that runs east–west through the community. This railroad averages approximately two freight trains per day through La Habra. Along the western portion of the City, the rail line traverses through residential areas, while east of Euclid Street, adjacent uses are mainly industrial and commercial. The residential uses adjacent to the Union Pacific rail line have some form of noise-reducing mitigation, primarily in the form of cinder block walls, as well as large setbacks from the tracks, which serves to reduce impacts from train noise.

Stationary Noise

As previously mentioned, stationary sources of noise within La Habra include HVAC units for commercial and multifamily residential buildings, as well as air compressors, generators, outdoor loudspeakers, and gas venting. Additional stationary sources that can cause human annoyance would be individual and group activities at public parks and private entertainment facilities.

Many of the parks within the City have facilities for organized sports, including baseball, soccer, and basketball, and noise from these activities can have a negative impact on neighboring residential land uses. La Bonita Park, located southwest of the intersection of Whittier Boulevard and Idaho Street, is a park with neighboring residential land uses and has been a source of complaints about noise to the City's police department. These complaints have been associated with the use of the lighted ball fields in the evening hours (Atkins, May 2012).

Construction Noise

Construction activities are a regular and ongoing source of noise throughout the planning area. The noise levels generated by construction activities are generally isolated to the immediate vicinity of the construction site and occur during daytime hours in accordance with City regulations. Construction activities also occur for relatively short-term periods of a few weeks to a few months, then the noise sources are removed from the construction area.

Aircraft Noise

There are no airports located within La Habra. Fullerton Municipal Airport—located approximately 3.3 miles to the southeast—and the El Monte Airport—located approximately 10.5 miles to the north—are the closest general aviation airports to La Habra. Generally, the City will experience occasional noise intrusion from high flying aircraft; however, these aircraft are at such an elevation that noise impacts typically would not occur. As such, aircraft overflights occur on a sporadic basis and are not considered a major source of noise within La Habra. The exception to the high altitude overflights La Habra can experience occurs when the Los Angeles International Airport (LAX) is busy and/or during inclement weather. During these conditions, flight approaches for LAX occasionally back up, and as a result, airplanes fly over the City of La Habra at lower elevations. It shall be noted that no portions of the City of La Habra are located within the 55 dBA CNEL noise contour of any airport.

Local Noise Measurement Data

Long-term 24-hour ambient noise measurements were taken at 12 locations throughout the planning area for a total of six days in 2011. The long-term ambient noise measurements were conducted over the course of 24-hour periods at each location during the respective measurement times and were recorded using Larson Davis digital sound level meters that satisfy the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation. The measurements were taken Tuesday through Friday in order to accurately record peak traffic noise throughout the planning area. The locations of the noise measurements are indicated as Location 1 through Location 12 in Figure 5.9-1, *Noise Measurement Locations*. As shown in the figure, the measurement was conducted in residential, commercial, and industrial areas of the planning area. Table 5.9-7, *Noise Level Measurements*, contain a summary of the measurements by location.[1] The existing ambient noise measurement data indicate the City regularly experiences noise levels that exceed the General Plan Standard of 60 dBA L_{dn}.

[1] See Section 7.3, *Noise*, of Appendix C for more detailed measurement data and further discussion regarding the noise measurements conducted.

Table 5.9-7 Noise Level Measurements

Noise Measurement Location[1]	L_{dn}	L_{max}	L_{min}
Location 1	71.5	94.0	37.1
Location 2	71.5	98.3	40.0
Location 3	68.3	98.6	36.0
Location 4	70.5	102.0	40.8
Location 5	71.5	102.5	43.2
Location 6	76.3	101.8	41.4
Location 7	66.9	90.2	25.8
Location 8	76.2	114.9	39.2
Location 9	73.3	101.2	36.0
Location 10	71.7	105.3	49.4
Location 11	71.4	93.8	36.8
Location 12	71.4	92.4	40.1

Source: Atkins 2012.
Note: Calculations and detailed outputs are included in Appendix E.
[1] See Figure 5.9-1, *Noise Measurement Locations*.

Location 1. Noise Measurement Location 1 was taken along 1311 East Whittier Boulevard. Surrounding uses in this location are primarily residential, with single-family houses set back from Whittier Boulevard by a landscaped median.

Location 2. Noise Measurement Location 2 was taken along 339 South Harbor Boulevard. Surrounding uses in this location are primarily commercial and light industrial.

Location 3. Noise Measurement Location 3 was taken along 730 West Whittier Boulevard. Surrounding uses in this location are primarily residential and educational uses, with Walnut Elementary School and La Habra High School located to the east and west of this site.

Location 4. Noise Measurement Location 4 was taken at the corner of Whittier Boulevard and Lindauer Drive. Surrounding uses in this location are primarily commercial along Whittier Boulevard, with residential uses along Lindauer Drive.

Location 5. Noise Measurement Location 5 was taken along West La Habra Boulevard, to the west of Beach Boulevard adjacent to the Costco Warehouse store. Surrounding uses in this location are primarily commercial, although it should be noted that the private Whittier Christian High School is located along Beach Boulevard less than a quarter-mile to the north from Noise Measurement Location 5.

Location 6. Noise Measurement Location 6 was taken along West La Habra Boulevard, at the corner of North Marian Street. Surrounding uses in this location are primarily single-family residential.

Location 7. Noise Measurement Location 7 was taken along 1731 West Lambert Road, east of Beach Boulevard. Surrounding uses in this location are primarily multifamily residential in the form of mobile homes.

Location 8. Noise Measurement Location 8 was taken along 1301 South Beach Boulevard, south of Imperial Highway. Surrounding uses in this location are primarily commercial and office uses.

Location 9. Noise Measurement Location 9 was taken along 901 East Imperial Highway, west of Harbor Boulevard. Surrounding uses in this location are primarily commercial uses.

Location 10. Noise Measurement Location 10 was taken along the northwest corner of Imperial Highway and Walnut Street. Surrounding uses in this location are primarily commercial uses along Imperial Highway and residential uses along Walnut Street.

Location 11. Noise Measurement Location 11 was taken at 201 West Lambert Road. Surrounding uses in this location are primarily residential uses along Lambert Road.

Location 12. Noise Measurement Location 12 was taken along 351 South Cypress Street, north of the Union Pacific Railroad line. Surrounding uses in this location are primarily industrial uses, with some residential along Cypress Street.

Existing Traffic Noise Levels

Noise levels were modeled for roadways with the highest traffic volumes within and immediately outside of the La Habra planning area. The Federal Highway Administration Highway Noise Prediction Model (FHWA-RD-77-108) was used to generate the noise level contours based on ADT data from the Traffic Study prepared by KOA Associates.[2] The calculated noise levels in addition to the noise contours are presented in Table 5.9-8, *Existing Traffic Noise Levels*. The roadway noise contours are also shown on Figure 5.9-2, *Existing Traffic Noise Level Contours*. The results of this modeling indicate that average noise levels along arterial segments currently range from approximately 52.5 dBA to 67.0 dBA CNEL as calculated at a distance of 100 feet from the centerline of a road.

[2] The FHWA model predicts noise levels through a series of adjustments to a reference sound level. These adjustments account for distances from the roadway, traffic flows, vehicle speeds, car/truck mix, length of exposed roadway, and road width. The distances to the 70, 65, and 60 CNEL contours for selected roadway segments in the vicinity of proposed project site are included in Appendix E.

Table 5.9-8 Existing Traffic Noise Levels (dBA CNEL)

Segment	Existing Year				
	ADT Volumes	CNEL (dBA @ 100 ft)	Distance to CNEL Contour (Feet from Centerline)		
			70 (dBA CNEL)	65 (dBA CNEL)	60 (dBA CNEL)
Beach Boulevard					
La Habra Boulevard to Lambert Road	35,100	65.9	-	116	249
Imperial Highway to South City Limit	44,700	67.0	-	136	292
Cypress Street					
La Habra Boulevard to Lambert Road	4,300	55.0	-	-	46
Euclid Street					
La Habra Boulevard to Lambert Road	13,700	60.1	-	47	102
Imperial Highway to South City Limit	16,400	61.0	-	54	116
Hacienda Road					
North City Limit to Whittier Boulevard	19,300	61.6	-	59	128
Harbor Boulevard					
North City Limit to Whittier Boulevard	30,600	65.1	-	101	218
La Habra Boulevard to Lambert Road	29,500	63.8	-	83	178
Imperial Highway to South City Limit	32,300	64.0	-	85	184
Idaho Street					
La Habra Boulevard to Lambert Road	14,000	60.3	-	-	105
Imperial Highway to South City Limit	15,500	60.7	-	52	112
Imperial Highway					
Beach Boulevard to Idaho Street	42,900	66.7	60	129	278
Cypress Street to Harbor Boulevard	37,400	66.1	-	119	257
La Habra Boulevard					
Beach Boulevard to Idaho Street	21,000	62.1	-	64	138
Cypress Street to Harbor Boulevard	23,100	62.3	31	66	142
Lambert Road					
Beach Boulevard to Idaho Street	29,100	64.9	-	98	211
Cypress Street to Harbor Boulevard	32,700	65.3	-	105	226
Monte Vista Street					
La Habra Boulevard to Lambert Road	2,400	52.5	-	-	-
Palm Street					
Whittier Avenue to La Habra Boulevard	6,300	56.7	-	-	60
Valley Home Avenue					
Whittier Avenue to La Habra Boulevard	3,700	54.3	-	-	42
Walnut Street					
La Habra Boulevard to Lambert Road	5,600	56.1	-	-	55
Whittier Boulevard					
Hacienda Road to Idaho Street	35,900	65.7	52	112	241
Cypress Street to Harbor Boulevard	30,700	63.7	-	82	176

Source: FHWA, Highway Traffic Noise Prediction Model.
Notes: Based on speed limits obtained from Google Maps and roadway segment volumes provided by KOA Associates (2011). Modeling is based on noise levels at 100 feet from the centerline.

5.9.1.6 SENSITIVE RECEPTORS

Sensitive land uses are those uses that have associated human activities that may be subject to stress or significant interference from noise, such as residences, schools, childcare facilities, religious institutions, hospitals, libraries, parks and recreational facilities, health care facilities, convalescent centers, and retirement homes. Various standards have been developed to address the compatibility of land uses with noise levels. The applicable standards are presented in the following discussion. The standards place special emphasis on land uses that are considered sensitive to high noise levels.

Sensitive land uses in the City of La Habra includes residential, churches, hospitals, institutional and recreational uses, and open space areas. As illustrated in Figure 5.9-2 (existing roadway noise contour map), sensitive uses adjacent to Imperial Highway between Beach Boulevard and Idaho Street; along La Habra Boulevard between Cypress Street and Harbor Boulevard; and along Whittier Boulevard between Hacienda Road and Idaho Street would regularly experience noise levels of up to 70 dBA CNEL. Sensitive uses along arterials such as Lambert Road, Beach Boulevard, Whittier Boulevard, Imperial Highway, and Harbor Boulevard would experience noise levels up to 65 dBA CNEL.

5.9.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would result in:

N-1 Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

N-2 Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

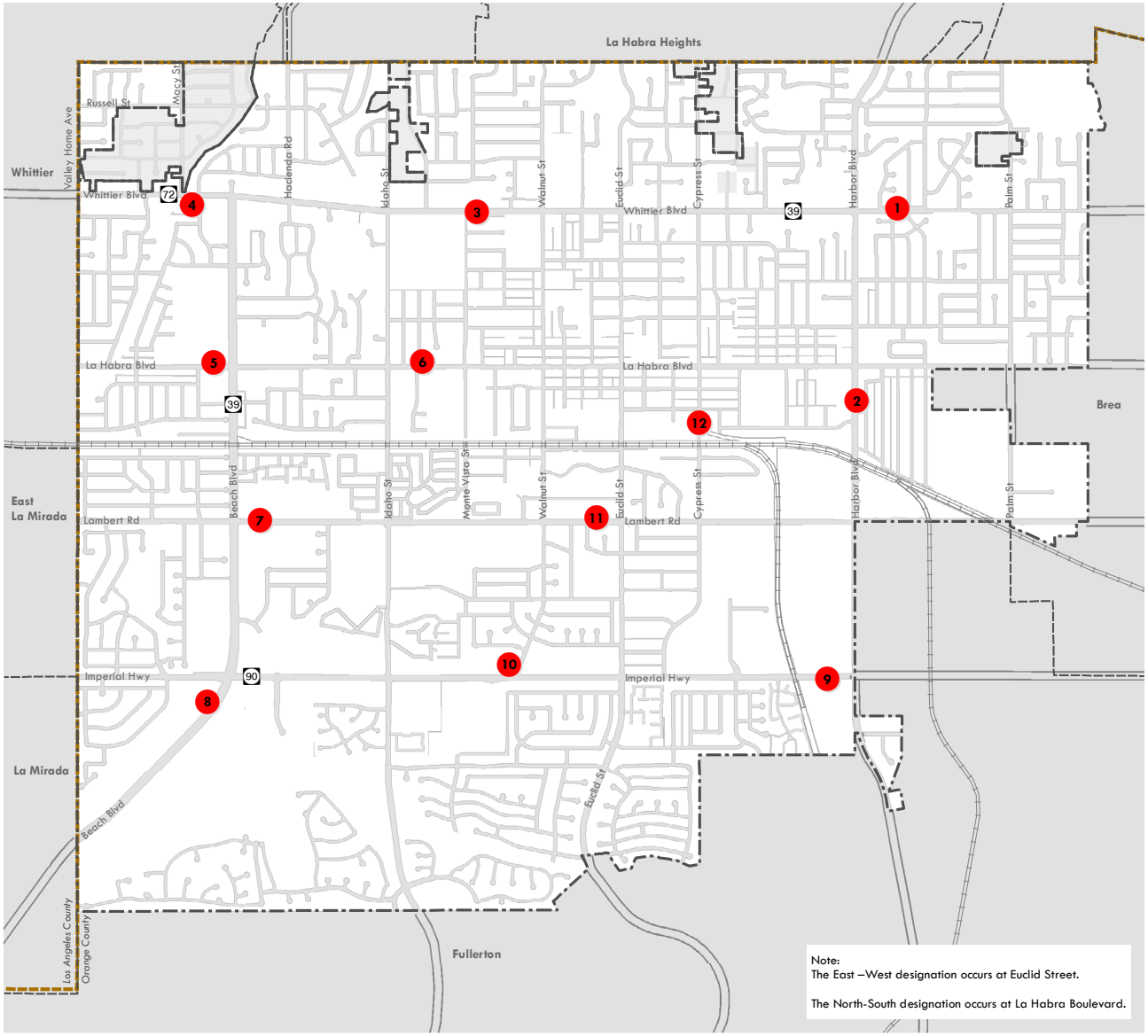
N-3 A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

N-4 A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

N-5 For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

N-6 For a project within the vicinity of a private airstrip, expose people residing or working the project area to excessive noise levels.

Noise Measurement Locations



Legend

Noise Monitoring Locations

1. 1311 E. Whittier Avenue
2. 339 S. Harbor Boulevard
3. 730 W. Whittier Boulevard
4. Whittier Boulevard/ Lindauer Drive
5. W. La Habra Boulevard/ Beach Boulevard
6. 100 N. Marian Street
7. 1731 W. Lambert Road
8. 1301 S. Beach Boulevard
9. 901 E. Imperial Highway
10. Imperial Highway/ Walnut Street
11. 201 W. Lambert Road
12. 351 S. Cypress Street

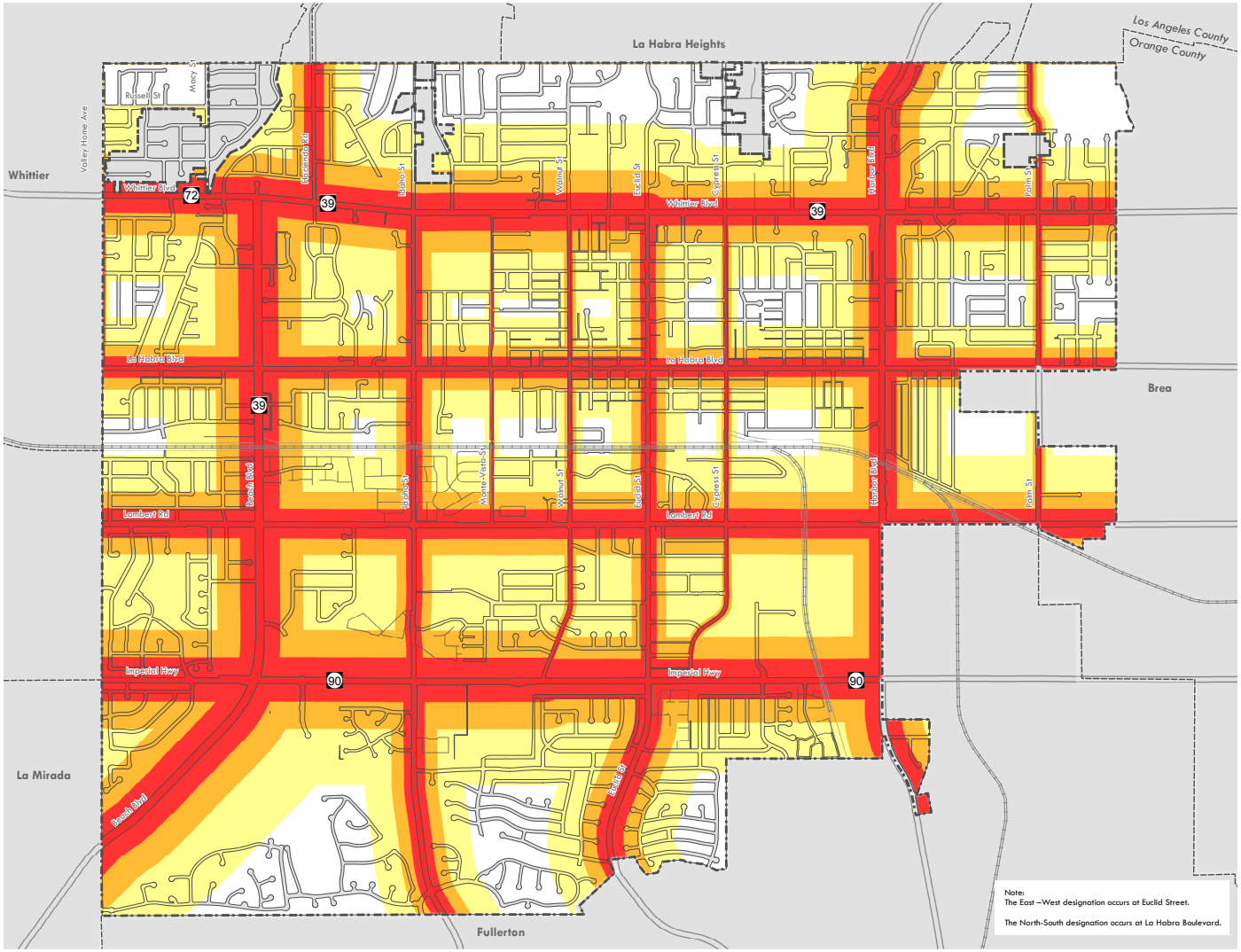
La Habra City Limits
County Boundary
Railroad

0 0.5
Scale (Miles)

Source: Atkins 2012

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Existing Traffic Noise Level Contours



Legend

- 70 CNEL
- 65 CNEL
- 60 CNEL
- La Habra City Limits
- County Boundary
- Railroad

0 0.5
Scale (Miles)

Source: The Planning Center|DC&E, August 15, 2013

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The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold N-5
- Threshold N-6

These impacts will not be addressed in the following analysis.

5.9.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.9-1	Implementation of the proposed General Plan Update would not result in long-term operation-related traffic noise that would substantially elevate the ambient noise environment. [Thresholds N-1 and N-3]

Impact Analysis: Future development in accordance with the proposed General Plan Update would cause increases in traffic along local roadways. In community noise assessments, a 3 dBA increase is considered "barely perceptible," and increases over 5 dBA are generally considered "readily perceptible" (Caltrans 2009). Meanwhile, noise-sensitive residential uses are considered normally acceptable under ambient noise conditions of 60 dBA CNEL. Because the expected ambient noise increase would occur over a long period of time—over 20 years—as opposed to an immediate change in noise, a significant impact would occur for roadways where buildout of the General Plan Update would result in a noise increase of 5 dB or more in an environment where the ambient noise level is 60 dBA CNEL. Figure 5.9-3 shows the roadway noise contours within the City of La Habra at buildout of the proposed General Plan Update. Table 5.9-9, *Buildout Year 2035 Traffic Noise Levels*, shows the traffic noise levels for the roadway segments within the traffic study area under the General Plan Update buildout conditions. In addition, the table also shows the net change in the ambient noise levels along the roadway segments from existing conditions.

As shown in the table, under the buildout scenario, the ambient noise environment would be higher than 60 dBA CNEL along some of the roadway segments. However, buildout of the proposed General Plan Update would only result in noise level increases between 0.1 to 1.8 dB from existing conditions. These incremental increases would be below the levels that are considered barely perceptible and would be below the thresholds described above. Therefore, traffic-related noise impacts to offsite uses from implementation of the proposed General Plan Update would be less than significant.

Table 5.9-9 Buildout Year 2035 Traffic Noise Levels

Segment	Existing	Buildout Year 2035	Increase	Potentially Significant?
Beach Boulevard				
La Habra Boulevard to Lambert Road	65.9	66.7	0.8	No
Imperial Highway to South City Limit	67.0	67.6	0.6	No
Cypress Street				
La Habra Boulevard to Lambert Road	55.0	56.1	1.1	No
Euclid Street				
La Habra Boulevard to Lambert Road	60.1	61.0	0.9	No
Imperial Highway to South City Limit	61.0	61.6	0.6	No
Hacienda Road				
North City Limit to Whittier Boulevard	61.6	62.3	0.7	No
Harbor Boulevard				
North City Limit to Whittier Boulevard	65.1	65.9	0.8	No
La Habra Boulevard to Lambert Road	63.8	64.6	0.8	No
Imperial Highway to South City Limit	64.0	65.3	1.3	No
Idaho Street				
La Habra Boulevard to Lambert Road	60.3	61.7	1.4	No
Imperial Highway to South City Limit	60.7	62.5	1.8	No
Imperial Highway				
Beach Boulevard to Idaho Street	66.7	68.1	1.4	No
Cypress Street to Harbor Boulevard	66.1	67.4	1.3	No
La Habra Boulevard				
Beach Boulevard to Idaho Street	62.1	62.8	0.7	No
Cypress Street to Harbor Boulevard	62.3	62.8	0.5	No
Lambert Road				
Beach Boulevard to Idaho Street	64.9	65.7	0.8	No
Cypress Street to Harbor Boulevard	65.3	65.8	0.5	No
Monte Vista Street				
La Habra Boulevard to Lambert Road	52.5	52.6	0.1	No
Palm Street				
Whittier Avenue to La Habra Boulevard	56.7	56.9	0.2	No
Valley Home Avenue				
Whittier Avenue to La Habra Boulevard	54.3	54.5	0.2	No
Walnut Street				
La Habra Boulevard to Lambert Road	56.1	56.4	0.3	No
Whittier Boulevard				
Hacienda Road to Idaho Street	65.7	65.9	0.2	No
Cypress Street to Harbor Boulevard	63.7	64.2	0.5	No

Source: FHWA, Highway Traffic Noise Prediction Model.
Notes: Based on speed limits obtained from Google Maps and roadway segment volumes provided by KOA Associates (2011). Modeling is based on noise levels at 100 feet from the centerline.

Impact 5.9-2 Noise-sensitive uses could be exposed to elevated noise levels from transportation sources. [Thresholds N-1 and N-3]

Impact Analysis: A significant impact could occur if the proposed land use plan designates noise-sensitive land uses in areas where the ambient noise level clearly exceeds levels that are compatible for the designated land use. As previously discussed, noise-sensitive land uses include residential, schools, libraries, churches, nursing homes, hospitals, and open space/recreation areas. Commercial and industrial areas are not considered noise sensitive and have much higher tolerances for exterior noise levels. Noise-sensitive land uses would be exposed to transportation sources, including vehicular traffic and rail.

As previously discussed in Impact 5.9-1, traffic noise contours were calculated for 2035 conditions. Figure 5.9-3 shows the future noise contours from roadway traffic along major thoroughfares within the City of La Habra, according to roadway segment volumes provided in Section 5.12, *Traffic and Transportation*. These contours do not account for noise attenuation provided by intervening structures or topographical barriers. As shown, several portions of the City will be in areas exposed to noise levels above 60 dBA CNEL, which is the level considered normally compatible with the development of residential uses. In addition, residential areas adjacent to the east–west railroad tracks between La Habra Boulevard and Lambert Road would be exposed to occasional freight train noise. Currently there are two daily trains on average that utilize this line; however, future train activity could increase if demand for rail service increased. Implementation of the General Plan may add new sensitive uses in areas adjacent to the railroad line. Changes to the land use plan would allow for additional residential uses along the northern side of the railroad right-of-way between Cypress Street and Harbor Boulevard in addition to a small area in the southeastern quadrant where Euclid Street intersects with the railroad. Placement of residential land uses near the railroad line could result in additional receptors exposed to noise from train operations. Further review would be required as future development is proposed.

For the purpose of assessing the compatibility of new development with the anticipated ambient noise, the City utilizes the Community Noise and Land Use Compatibility standards, summarized in Table 5.9-2. The extent of the exposure to noise depends on site-specific conditions and location of buildings. Further review would be required as future development is proposed. New sensitive land uses would have to demonstrate compatibility with the ambient noise levels. A significant impact could occur if the proposed land use plan designates noise-sensitive land uses in areas where the ambient noise level clearly exceeds compatible levels for that use. Any siting of new noise-sensitive land uses within a noise environment that exceeds the normally acceptable land use compatibility criterion represents a potentially significant impact and would require a separate noise study through the development review process to determine the level of impacts and required mitigation. Implementation of the General Plan includes several policies (listed in Section 5.9.4 below) in the Community Safety Element such as N 1.1 to N 1.6, N 2.1 to N 2.5, and N 3.3, and in the Land Use Element such as LU 4.1, 10.3, 17.8 that would reduce noise impacts from transportation noise sources to sensitive uses. With implementation of the General Plan policies, impacts from transportation noise sources would be less than significant.

Impact 5.9-3	Implementation of the proposed La Habra General Plan Update could result in the exposure of noise-sensitive land uses to long-term operation-related stationary source noise. [Thresholds N-1 and N-3]

Impact Analysis: The City regulates stationary-source noise through the Municipal Code. Buildout of the proposed land use plan would result in development of residential, commercial, and industrial within the City. The primary stationary noise sources from these land uses are landscaping, maintenance activities, and mechanical systems (e.g., heating, ventilation, air conditioning). In addition, future commercial uses may include loading docks. Noise generated by residential or commercial uses is generally short and intermittent, and these uses are not a substantial source of noise. The siting of new industrial and large commercial developments may result in the operation of heavy trucks used for the pick-up and delivery of goods and supplies, or from the use of noisy equipment used in the manufacturing or machining process. Although vehicle noise on public roadways is exempt from local regulation, for the purposes of the planning process, it may be regulated as a stationary-source noise while operating on private property. Processing equipment and the use of pneumatic tools could also generate elevated noise levels, but this equipment is typically housed within the facilities.

The City of La Habra requires that noise from new stationary sources in the City comply with the City's noise ordinance, which limits the acceptable noise at the property line of the impacted property to reduce nuisances to sensitive land uses. With compliance with the City's noise ordinance and implementation of the General Plan, impacts from stationary noise sources would be less than significant.

Impact 5.9-4:	Construction activities of individual projects related to buildout of the La Habra General Plan Update would substantially elevate noise levels in the vicinity of noise-sensitive land uses. [Threshold N-4]

Impact Analysis: Implementation of the General Plan Update would result in construction of new residential, commercial, and industrial uses throughout the City. Two types of short-term noise impacts could occur during construction. First, the transport of workers and movement of materials to and from the site could incrementally increase noise levels along local access roads. The second type of short-term noise impact is related to demolition, site preparation, grading, and/or physical construction. Construction is performed in distinct steps, each of which has its own mix of equipment, and, consequently, its own noise characteristics. Table 5.9-10, *Construction Equipment Noise Levels*, lists typical construction equipment noise levels recommended for noise-impact assessments, based on a distance of 50 feet between the equipment and noise receptor.

Table 5.9-10 Construction Equipment Noise Levels

Construction Equipment	Typical Maximum Noise Level (dBA Lmax)[1]	Construction Equipment	Typical Noise Level (dBA Lmax)[1]
Air Compressor	81	Pile-Driver (Impact)	101
Backhoe	80	Pile-Driver (Sonic)	96
Ballast Equalizer	82	Pneumatic Tool	85
Ballast Tamper	83	Pump	76
Compactor	82	Rail Saw	90
Concrete Mixer	85	Rock Drill	98
Concrete Pump	71	Roller	74
Concrete Vibrator	76	Saw	76
Crane, Derrick	88	Scarifier	83
Crane, Mobile	83	Scraper	89
Dozer	85	Shovel	82
Generator	81	Spike Driver	77
Grader	85	Tie Cutter	84
Impact Wrench	85	Tie Handler	80
Jack Hammer	88	Tie Inserter	85
Loader	85	Truck	88
Paver	89		

Source: FTA 2006.
[1] Measured 50 feet from the source

As shown, construction equipment generates high levels of noise, with maximums ranging from 71 dBA to 101 dBA. Construction of individual developments associated with buildout of the proposed land use plan would temporarily increase the ambient noise environment and would have the potential to affect noise-sensitive land uses in the vicinity of an individual project. Pursuant to La Habra Municipal Code Section 9.32.070(E), construction-related activities between 7:00 AM to 8:00 PM, Monday through Saturday, are exempt from the stationary source noise standards of the City. Construction activities that occur outside of these permitted hours must comply with the stationary source noise standards.

Significant noise impacts may occur from operation of heavy earthmoving equipment and truck haul that would occur with construction of individual development projects. Construction noise levels are dependent upon the specific locations, site plans, and construction details of individual projects, which have not yet been developed. Construction would be localized and would occur intermittently for varying periods of time. Because specific project-level information is not available at this time, it is not possible to quantify the construction noise impacts at specific sensitive receptors. Construction of individual developments associated with implementation of the General Plan Update would temporarily increase the ambient noise environment in the vicinity of each individual project. However, future projects would be required to limit construction activities between 7:00 AM to 8:00 PM, Monday through Saturday. This would comply with the City's Municipal Code Section 9.32.070(E), which exempts construction-related noise between these hours. Impacts are less than significant.

Impact 5.9-5:	Implementation of the proposed Land Use Plan could potentially expose vibration-sensitive receptors to excessive groundborne vibration from trains traveling on the Union Pacific Railroad line. [Threshold N-2]

Impact Analysis:

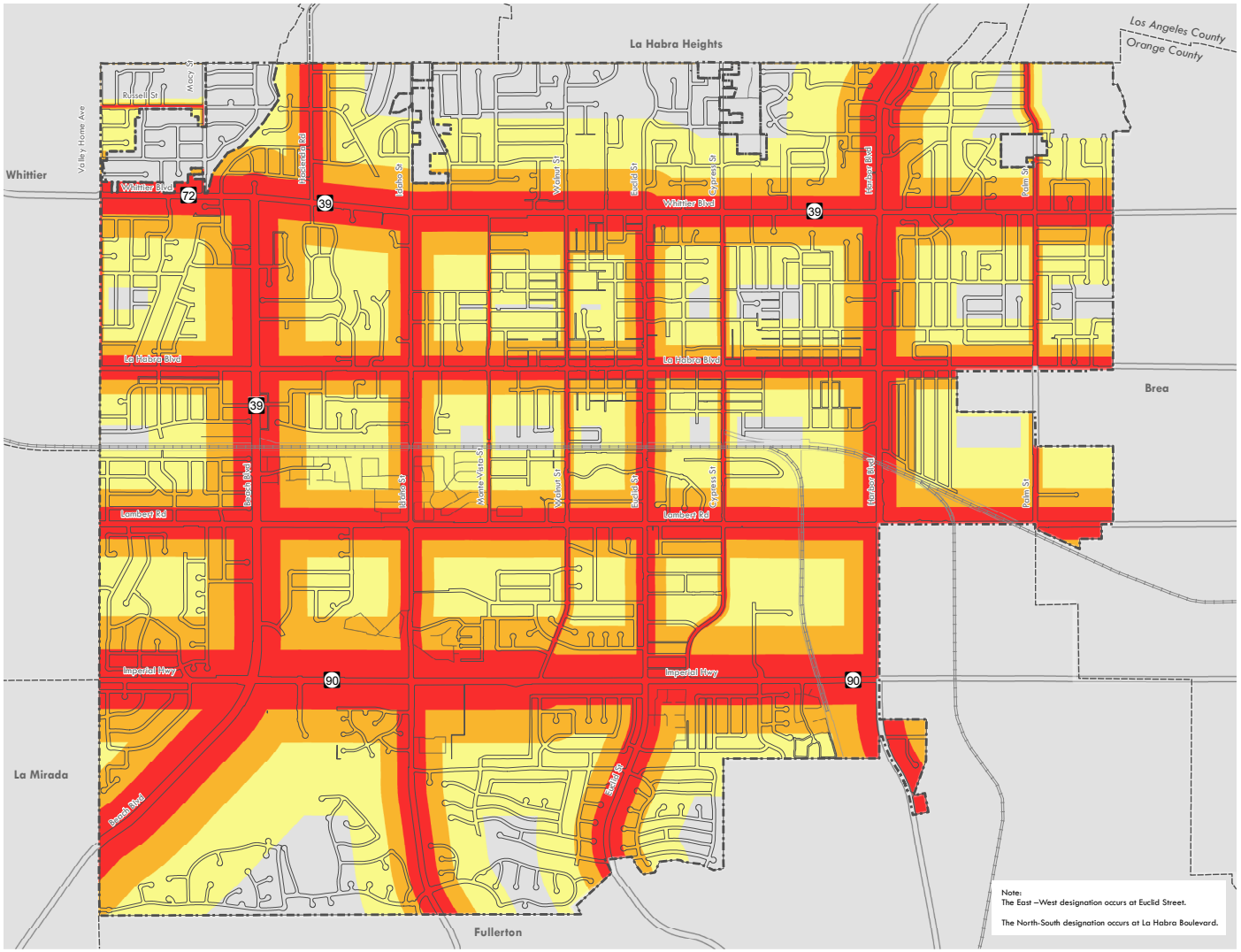
Transportation-Related Vibration Impacts

Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that "heavy trucks, and quite frequently buses, generate the highest earthborn vibrations of normal traffic." Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Their study finds that "vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst combinations of heavy trucks. This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings)." Typically, trucks do not generate high levels of vibration because they travel on rubber wheels and do not have vertical movement, which generates ground vibration. Transportation routes within the City are not expected to generate excessive vibration.

Railroad Vibration Impacts

Vibration levels in the City from trains are dependent on site specific conditions such as geology and the condition of the railroad track and train wheels. Currently, there are two freight trains that pass through the City on the Union Pacific rail line. There are no planned improvements or realignment of the east–west direction of the Union Pacific rail line in the City. Although there are no planned improvements to the existing Union Pacific rail line, implementation of the General Plan may add new sensitive uses in areas adjacent to the railroad line. Changes to the land use plan would allow for additional residential uses along the northern side of the railroad right-of-way between Cypress Street and Harbor Boulevard in addition to a small area in the southeastern quadrant where Euclid Street intersects with the railroad. Placement of residential land uses near the railroad line could result in excessive groundborne vibration from train operations. The extent of the exposure to vibration depends on site-specific conditions, location of buildings, and size and design of the proposed buildings. Further review would be required as future development is proposed. Therefore, groundborne vibration impacts from use of the railroad is potentially significant.

Future Traffic Noise Level Contours



Legend

- 70 CNEL
- 65 CNEL
- 60 CNEL
- La Habra City Limits
- County Boundary
- Railroad

0 0.5
Scale (Miles)

Source: The Planning Center|DC&E, August 15, 2013

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Industrial Vibration Impacts

The use of heavy equipment associated with industrial operations can create elevated vibration levels in its immediate proximity. Soil conditions have a strong influence on the levels of groundborne vibration. The overall total acreage designated for industrial uses would be reduced under the proposed land use plan. In general, the areas designated for industrial uses under the proposed land use plan would not change from the current land use plan, aside from a few exceptions. The area in the southwest quadrant of the intersection of Imperial Highway and Beach Boulevard would be redesignated from industrial to retail. The areas north of Imperial Highway between Cypress Street and the existing railroad track would be redesignated from commercial to commercial industrial uses. However, the adjacent surrounding areas to the north, east and west would continue to be designated as commercial and industrial areas, and the distances of the nearest residences to the south would be over 150 feet. At that distance, no significant vibration impacts would occur in these areas.

An area at the southeast corner of Euclid Avenue and Electric Avenue which is currently designated for industrial uses would be redesignated for residential use. The current use adjacent to this redesignated area is a storage yard for metals and materials to be recycled. The storage yard includes portable storage bins and use of equipment such as forklifts. These items are not considered to generate substantial vibration levels. Therefore, vibration impacts from industrial equipment are considered to be less than significant.

Impact 5.9-6: Construction activities of individual projects related to buildout of the La Habra General Plan Update could potentially expose vibration-sensitive receptors to excessive groundborne vibration. [Threshold N-2]

Impact Analysis:

Construction Vibration Impacts

Construction operations can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures, but can achieve the audible and perceptible ranges in buildings close to the construction site. Table 5.9-11, *Vibration Levels for Construction Equipment*, lists vibration levels for construction equipment.

Table 5.9-11 Vibration Levels for Construction Equipment

Equipment	Approximate Velocity Level at 25 Feet (VdB)	Approximate RMS[1] Velocity at 25 Feet (in/sec)
Pile Driver (impact) Upper Range	112	1.518
Pile Driver (impact) Lower Range	104	0.644
Pile Driver (sonic) Upper Range	105	0.734
Pile Driver (sonic) Lower Range	93	0.170
Large Bulldozer	87	0.089
Caisson Drilling	87	0.089
Jackhammer	79	0.035
Small Bulldozer	58	0.003
Loaded Trucks	86	0.076
FTA Criteria – Human Annoyance (Daytime)	78	—
FTA Criteria – Structural Damage	—	0.200

Source: FTA 2006.
1. RMS velocity calculated from vibration level (VdB) using the reference of 1 microinch/second.

As shown in the table, vibration generated by construction equipment has the potential to be substantial, since it has the potential to exceed the FTA Criteria for human annoyance of 78 VdB and structural damage of 0.200 in/sec. However, groundborne vibration is almost never annoying to people who are outdoors, so it is usually evaluated in terms of indoor receivers (FTA 2006). Vibration impacts may occur from construction equipment associated with development in accordance with La Habra General Plan Update. This would be a significant impact.

5.9.4 Relevant General Plan Policies

Community Safety Element

Noise Environment and Land Use Compatibility 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 Table N-1 (Land Use Compatibility with Community Noise Environments), unless measures can be implemented to reduce noise to acceptable levels.

N 1.2 **Noise Standards.** Require noise attenuation for residential development where the projected exterior and interior noise levels exceed those shown in Table 7-2 (Residential Exterior and Interior Noise Standards).

N 1.3 **Noise Studies for New Development.** Require an acoustical study for all new residential developments that lie within the 65 dBA noise contour based on projections of future noise conditions resulting from the Plan's traffic increases to ensure indoor levels will not exceed City standards. In addition, the City will continue to enforce the California Building Code for indoor noise levels.

N 1.4 **Noise Attenuation through Building Design.** Require measures that attenuate exterior and/or interior noise levels to acceptable levels to be incorporated into all development projects where current and/or future noise levels may be unacceptable.

N 1.5 **Noise Attenuation through Site Design.** Require noise reduction features to be used in the site planning process for new projects where current and/or future noise levels may be unacceptable. The focus of these efforts will be site design techniques. Techniques include:

- Designing landscaped building setbacks to serve as a buffer between the noise source and receptor.
- Placing noise-tolerant land uses such as parking lots, maintenance facilities, and utility areas between the noise source and receptor.
- Orienting buildings to shield noise-sensitive outdoor spaces from a noise source.
- Locating bedrooms or balconies on the sides of buildings facing away from noise sources.
- Utilizing noise barriers (e.g., fences, walls, or landscaped berms) to reduce adverse noise levels in noise-sensitive outdoor activity areas.

N 1.6 **Noise Between Adjacent and Mixed Uses.** Require that mixed-use and multi-family residential developments demonstrate adequate isolation of noise between adjacent uses through building design and location of loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noise sources away from the residential portion of the development.

N 1.7 **Interior Vibration Standards.** Require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on current City or Federal Transit Administration (FTA) criteria.

N 1.8 **Construction Noise.** Require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses, to the extent feasible.

Mobile Noise Sources

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.

Stationary Noise Sources

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.

Community Development Element

Land Use 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 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.

LU 12.5 **Compatibility of Residential and Nonresidential Uses.** Require that buildings and sites that integrate housing with nonresidential uses are designed to assure compatibility among uses and public safety, including separate accesses, fire suppression barriers, secured resident parking, noise insulation, and other similar elements.

LU 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.

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.

5.9.5 Existing Regulations

State

- California Code of Regulations, Title 21, Part 1, Public Utilities Code (Regulation of Airports)
- California Code of Regulations, Title 24, Part 11, California Green Building Standards Code.

City of La Habra Municipal Code

La Habra Municipal Code Chapter 9.32*, Noise Control,* regulates and controls unnecessary, excessive, and annoying sounds emanating from incorporated areas of the City. The City has established noise standards as measured at the property line of the receiving property. This chapter also regulates the hours of construction noise.

5.9.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.9-1. 5.9-2, 5.9-3, and 5.9-4.

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.9-5: Implementation of the proposed Land Use Plan could potentially expose vibration-sensitive receptors to excessive groundborne vibration from trains traveling on the Union Pacific Railroad line

- Impact 5.9-6: Construction activities of individual projects related to buildout of the La Habra General Plan Update could potentially expose vibration-sensitive receptors to excessive groundborne vibration.

5.9.7 Mitigation Measures

Impact 5.9-5

9-1 New development that occurs within 200 feet of a railroad track (according to the Federal Transit Administration's vibration screening distances) shall be evaluated for potential vibration impacts. The project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features and/or required building construction improvements to ensure that vibration impacts would remain below acceptable levels of 0.008 root-mean-square in/sec for residential uses.

Impact 5.9-6

9-2 Individual projects that use vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers, near sensitive receptors shall be evaluated for potential vibration impacts. If construction-related vibration is determined to be perceptible at vibration-sensitive uses (i.e., exceed the vibration annoyance threshold of 0.008 root-mean-square in/sec) or determined to result in architectural damage (i.e., exceed the Federal Transit Administration's construction vibration damage criteria of 0.5 peak particle velocity in/sec for reinforced concrete, steel, or timber, or 0.3 peak particle velocity in/sec for engineered concrete and masonry; or 0.2 PPV in/sec for fragile structures), additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., drilled piles to eliminate use of vibration-intensive pile driver).

5.9.8 Level of Significance After Mitigation

Impact 5.9-5

Mitigation Measure 9-1 would reduce potential train-related vibration impacts to new uses below the thresholds, and Impact 5.9-5 would be less than significant.

Impact 5.9-6

Implementation of Policy N 1.7 and Mitigation Measure 9-2 would reduce vibration impacts associated with construction activities, and Impact 5.9-6 would be less than significant.

5.9.9 References

Atkins. 2012, May. Technical Background Report for the City of La Habra General Plan Update.

California Governor's Office of Planning and Research (OPR). 2003, October. General Plan Guidelines 2003, Appendix C: Guidelines for the Preparation and Content of the Noise Element of the General Plan.

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5.10 POPULATION AND HOUSING

This section of the Environmental Impact Report (EIR) examines the potential for socioeconomic impacts of the proposed General Plan on the City of La Habra and its Sphere of Influence (SOI), including changes in population, employment, and demand for housing.

The analysis in this section is also based upon analysis performed in the following technical background report produced as part of the General Plan Update:

- Section 2.3, *Housing*, in the City of La Habra General Plan Update Technical Background Report, Atkins, May 2012

A complete copy of this report is included as Appendix C to this EIR.

5.10.1 Environmental Setting

5.10.1.1 REGULATORY SETTING

State Regulations

California Housing Element Law

California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code Section 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need. At the state level, the Housing and Community Development Department (HCD) estimates the relative share of California's projected population growth that would occur in each county based on California Department of Finance (DOF) population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, the HCD provides the RHNA to the council. The council then assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares gives cities and counties the opportunity to comment on the proposed allocations. The HCD oversees the process to ensure that the council of governments distributes its share of the state's projected housing need.

State law recognizes the vital role local governments play in the supply and affordability of housing. To that end, California Government Code requires that the housing element achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including persons with disabilities.

- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes, including those with disabilities.

- Assist in the development of adequate housing to meet the needs of low and moderate income households.

- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.

- Preserve for lower income households the publicly assisted multifamily housing developments in each community.

The State of California Housing Element laws (Section 65580 to 65589 of the California Government Code) requires that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community commensurate with local housing needs.

Regional Planning

Southern California Association of Governments

The Southern California Association of Governments (SCAG) represents Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. It is a regional planning agency and serves as a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. A description of SCAG, its adopted *2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future* (2012 RTP/SCS), and Compass Growth Vision is provided in Section 4.2.2 of this EIR.

5.10.1.2 EXISTING SETTING

Methodology

The planning area's demographics are examined in the context of existing and projected population for the Orange County region and the City of La Habra. Information on population, housing, and employment for the planning area is available from several sources:

- **California Department of Finance.** The DOF prepares and administers California's annual budget. Other duties include estimating population demographics and enrollment projections. DOF's "Table E-5: City/County Population and Housing Estimates," reports on population and housing estimates for the state, counties, and cities.

- **Southern California Association of Governments/Center for Demographic Research.** Policies and programs adopted by SCAG to achieve regional objectives are expressed in its 2012 RTP/SCS. The 2012 RTP/SCS also includes population, household, and employment forecasts for the years 2020 and 2035. Forecasts for Orange County are based on projections prepared by the Center for Demographic Research

(CDR) at California State University, Fullerton, which were adopted by the Orange County Council of Governments (OCCOG) as part of the Orange County SCS and then incorporated into the SCAG RTP/SCS.

- **US Census.** The official United States Census is described in Article I, Section 2 of the Constitution of the United States. It calls for an actual enumeration of the people every 10 years, to be used for apportionment among the states of seats in the House of Representatives. The United States Census Bureau publishes population and household data gathered in the decennial census. This information provides a record of historical growth rates in Orange County and the City of La Habra.

Population

Population Trends

La Habra is 99 percent built out. This physical limit on new development has resulted in a stabilized City population that has changed little in the past decade. As shown in Table 5.10-1, the City's population was 58,974 in 2000. As shown in Table 5.11-1, the 2010 Census reported the population of the City as 60,235, an increase of 2.1 percent over 10 years. The DOF further estimates La Habra's population at 61,202 in 2013, an increase of 1.6 percent since 2010. The Census estimated that there were 18,947 households in 2000, with a 0.2 percent increase to 18,977 households in 2010.

Table 5.10-1 Population Growth Trends in La Habra and Orange County

	City of La Habra		Orange County	
Year	Population	Percent Change	Population	Percent Change
2000	58,974	N/A	2,846,289	N/A
2001	59,579	1.0%	2,871,926	0.9%
2002	60,042	0.8%	2,902,207	1.1%
2003	60,179	0.2%	2,927,118	0.9%
2004	60,128	-0.1%	2,948,135	0.7%
2005	59,828	-0.5%	2,956,847	0.3%
2006	59,600	-0.4%	2,956,334	0.0%
2007	59,770	0.3%	2,960,659	0.1%
2008	59,874	0.2%	2,974,321	0.5%
2009	60,047	0.3%	2,990,805	0.6%
2010	60,235	0.3%	3,008,855	0.6%
2011	60,424	0.3%	3,028,846	0.7%
2012	60,912	0.8%	3,057,879	1.0%
2013	61,202	0.5%	3,081,804	0.8%

Source: DOF 2013a, DOF 2013b
Note: Population counts for the years 2000 and 2010 are derived from U.S. Census data; counts for other years consist of estimates calculated by the DOF.

As shown in Table 5.10-1, Orange County has experienced relatively steady population growth in recent years, which has occurred at a faster rate than in La Habra. According to the U.S. Census, Orange County experienced a 5.7 percent increase in population between 2000 and 2010. Since 2010, the DOF estimates that

the county's population rose approximately 72,949 to 3,081,804 in 2013, or 2.4 percent. In 2013, La Habra represented 2 percent of the county's population.

Population Forecasts

Population forecasts for the City of La Habra, Orange County, and the SCAG region as a whole are listed in Table 5.10-2. The 2020 and 2035 population forecasts are from the SCAG 2012 RTP/SCS Regional Forecast.

Table 5.10-2 Adopted SCAG Growth Forecasts

	City of La Habra		Orange County		SCAG Region	
Forecast	2020	2035	2020	2035	2020	2035
Population	62,800	62,300	3,266,000	3,421,000	19,663,000	22,091,000
Households	19,200	19,300	1,049,000	1,125,000	6,458,000	7,325,000
Employment	17,500	17,600	1,626,000	1,779,000	8,414,000	9,441,000

Source: SCAG 2012b
Note: SCAG growth forecasts in the SCAG RTP/SCS incorporate Orange County projections prepared by CDR and adopted by the OCCOG as part of the Orange County SCS.

As shown in the table, the population of the City is forecast to increase to 62,300 by 2035, an increase of 1,098, or 1.8 percent, above the DOF's estimated 2013 population. The percentage increase forecast for the City is less than the 11 percent population growth forecast for Orange County during the same period (SCAG 2012b). Although La Habra's population is anticipated to increase between existing conditions and 2035, it should be noted that CDR and SCAG forecast the City's population to decrease during specific intervals of that time period. For example, a decrease of approximately 500 residents is forecast between 2020 and 2035.

Housing

Housing Growth

Having undergone an active housing growth period in the 1960s and 1970s, the community of La Habra is 99 percent built out and primarily composed of single-family residential neighborhoods. Between 1990 and 2000, the City's housing stock conservatively grew by an additional 771 units or roughly 77 units per year. In the mid- to late-2000s, the City's housing stock increased by 125 single-family units.

As shown in Table 5.10-3, the U.S. Census estimated that there were 19,924 housing units in the City in 2010, which reflects an increase of 483 housing units, or two percent growth, since 2000. In comparison, the County's housing stock and some surrounding cities in North Orange County such as Brea and Fullerton experienced higher growth rates.

Table 5.10-3 Housing Unit Growth, 1990–2010

Jurisdiction	1990	2000	2010	Percent Change 1990-2000	Percent Change 2000-2010
La Habra	18,670	19,441	19,924	4%	2%
Brea	12,648	13,327	14,785	5%	11%
Fullerton	42,956	44,771	47,869	4%	7%
La Habra Heights	2,161	1,951	1,880	-10%	-4%
La Mirada	13,354	14,811	15,092	11%	2%
Whittier	28,759	28,977	29,591	>1%	2%
Orange County	875,072	969,484	1,048,907	11%	8%

Source: Atkins 2013

Existing Housing Stock

Housing Type

The City's existing housing stock composition since 1990 has remained even, with single-family units comprising the predominant housing type. As shown in Table 5.10-4, single-family units are estimated at 12,039 units, which comprise 60 percent of the housing stock; multiple-family units total 7,022 units, which represent 35 percent; and mobile homes comprise the remaining four percent of the City's total housing stock. Although multiple-family units in 2013 were approximately one-third of the City's total housing stock, this is a higher percentage than in the surrounding cities of Brea (28 percent), Whittier (30 percent), La Mirada (14 percent) and La Habra Heights (>1 percent).

Table 5.10-4 Number of Units by Housing Type

Housing Type	1990	2000	2010	2013
Single-Family Units	11,149 (61%)	11,914 (61%)	12,013 (60%)	12,039 (60%)
Multiple-Family Units	6,443 (35%)	6,888 (35%)	7,022 (35%)	7,022 (35%)
Mobile Home/Other Units	783 (4%)	740 (4%)	889 (5%)	888 (5%)
Total	18,670	19,542	19,924	19,949

Source: Atkins 2013; DOF 2013a

Housing Tenure and Vacancy

According to the 2010 Census, 10,941 (58 percent) of the City's 18,977 occupied housing units were owner occupied and 8,036 (42 percent) were renter occupied. As shown in Table 5.10-5, owner occupancy in the City (56 percent) was comparable with the County's 60 percent. In 2010, vacant housing units made up five percent of La Habra's and Orange County's total housing units. For La Habra, total vacancies increased 89 percent between 2000 and 2010, or from 500 to 947, while Orange County's total vacant housing units increased by 64 percent.

Table 5.10-5 Housing Tenure and Vacancy Rates, 1990–2010

Category	1990		2000		2010	
	Number	Percent	Number	Percent	Number	Percent
La Habra						
Occupied	18,112	97%	19,042	97%	18,977	95%
By owner	10,221	56%	10,815	57%	10,941	58%
By renter	7,891	44%	8,227	43%	8,036	42%
Vacant	558	3%	500	3%	947	5%
Total Units	18,670	–	19,542	–	19,924	–
Orange County						
Occupied	827,066	95%	935,287	97%	992,781	95%
By owner	496,824	60%	574,456	61%	588,313	59%
By renter	330,242	40%	360,831	39%	404,468	41%
Vacant	48,006	6%	34,197	4%	56,126	5%
Total Units	875,072	–	969,484	–	1,048,907	–

Source: Atkins 2013
Note: Percentages in "by owner" and "by renter" categories indicate percentage of occupied units, not total units.

Household Size

Household size, which is defined as the number of persons living in housing units divided by the number of occupied units, is an indicator of trends in the housing composition of a city. As shown in Table 5.10-6, *Average Household Size, 1990–2010*, La Habra has seen a steady historical increase in average household size, from 2.81 in 1990 to 3.16 persons per household in 2010. This increase could be related to a number of factors, such as consolidation of families necessitated by the increased cost of living, and demographic tendencies to house extended family members in the same dwelling unit. This trend points to a growing need for large housing units with more bedrooms to accommodate a greater number of occupants, as well as the necessity of low-cost housing to keep "doubling up" of families within a single unit from rising to unacceptable levels. Household size in Orange County followed a slower pattern over the same period compared to La Habra, from 2.87 in 1990 to 2.99 persons per household in 2010.

Table 5.10-6 Average Household Size, 1990–2010

Jurisdiction	1990	2000	2010
La Habra	2.81	3.08	3.16
Orange County	2.87	3.00	2.99

Source: Atkins 2013

Housing Adequacy

Housing Age and Condition

The majority of the City's housing stock is maturing. Table 5.10-7, *Year Structure Built*, shows that 83 percent of the City's 2010 housing stock was constructed prior to 1980, as compared to 64 countywide, which is a

difference of 19 percent. In general, older buildings require greater maintenance, which results in higher costs. Thus, maintenance could be deferred resulting in the further deterioration of physical conditions of the buildings in the City. In addition, older deteriorated structures often lack conformance with current building code standards and lack safety features such as fire suppression, home security devices and seismic safety retrofits.

Table 5.10-7 Year Structure Built

	La Habra		Orange County	
Years	Number	Percent	Number	Percent
2000 to 2010	431	2%	71,060	7%
1990 to 2000	1,053	5%	136,391	13%
1980 to 1970	1,939	10%	169,309	16%
1970 to 1979	4,396	22%	267,467	26%
1960 to 1969	5,055	25%	218,690	21%
1940 to 1959	6,480	33%	152,980	15%
1939 and earlier	619	3%	24,647	2%

Source: Atkins 2013

Although the bulk of the housing stock in the City is between 30 and 40 years old, the overall condition is good and well maintained with some problem areas localized in specific neighborhoods within the central and older portions of the community. To help improve the condition of housing, the City funds a residential rehabilitation loan and grant program, and continues to enforce building and zoning code standards through its Community Preservation Division.

In 1999, the City conducted a housing conditions survey, which found that 180 units required substantial rehabilitation and 25 units were in need of replacement. Based on the survey, minor repair was needed on approximately 15 percent of the total units. As part of the development of the 2008–2014 Housing Element, a survey of housing conditions was conducted in areas designated for Medium Density and High Density Residential land uses. These two land use designations were selected because they have the potential for higher density recycling. The results of the survey indicated that 64 parcels containing 153 units were candidates for recycling. The survey was conducted in order to grade residential structures according to the visual appearance of physical blight according to California Community Redevelopment Law (Atkins 2013).

Regional Housing Needs Allocation

The City of La Habra's RHNA allocation for the 2014–2021 planning period is four units. This number, which includes two low and very low income units, was calculated by SCAG based on the City's share of the region's employment growth, migration and immigration trends, and birth rates. As shown in Table 5.10-8, the City's 2014-2021 RHNA allocation includes one unit in each income group (very low, low, moderate and above moderate incomes).

Table 5.10-8 City of La Habra Regional Housing Needs Allocation, 2014-2021

Income Category	Definition	RHNA Allocation	
		Number of Units	Percentage
Very Low Income	50% or less of MFI	1	25%
Low Income	51–80% of MFI	1	25%
Moderate Income	81–120% of MFI	1	25%
Above Moderate Income	above 120% of MFI	1	25%
	Total	4	100%

Source: SCAG 2012c.
MFI = Median family income

In addition to the City's 2014–2021 RHNA allocation, the City must roll over 76 lower income units of the assigned RHNA from the prior 2008–2014 Housing Element planning period, as Program A2, *Density Amendments to General Plan and Zoning Ordinance*, in the 2008–2014 Housing Element was not implemented to amend the General Plan and Zoning Ordinance to increase the maximum residential density to at least 30 dwelling units per acre in the R-4 zone and the La Habra Boulevard Specific Plan area in order to accommodate future affordable housing within the necessary timeframe. Program A2 would have increased densities on four sites, three of which were in the R-4 zone and one of which was located in the La Habra Boulevard Specific Plan area. The effects of the increased densities on these sites were analyzed to be affordable to lower income groups and would have accommodated the 2008–2014 RHNA allocation, accounting for a total of 77—one additional unit than needed—lower income units (City of La Habra, 2013).

Together, the two RHNA allocations require the General Plan Update to accommodate 80 units affordable to lower income households.

Employment

The general pattern of employment growth and decline within La Habra during the past 10 years is generally consistent with broader economic cycles affecting Orange County. Payroll employment throughout the region steadily grew until the end of 2007 and then plunged with the onset of the latest recession in 2008 and 2009. A slow pace of recovery has characterized overall employment gains realized in 2010. La Habra can be distinguished from Orange County by a slower rate of payroll employment growth prior to 2008 but also a slower rate of decline during the onset of the latest recession.

The business mix in La Habra offers insight about its competitive role within the broader region. Compared to Orange County, La Habra hosts a relatively large number of retail and dining establishments and relatively limited number of financial, information, and professional service establishments, as a share of total business activity. The local business mix reflects a relatively strong population-serving orientation. Of the 10 largest employers in La Habra, six are retail establishments, two are retail-chain owned distribution and production facilities, and the remaining two are population-serving government and quasi-government institutions (Atkins 2013).

5.10.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

P-1 Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

P-2 Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

P-3 Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Thresholds P-2 and P-3

These impacts will not be addressed in the following analysis.

5.10.3 Environmental Impacts

It is important to note that while the proposed General Plan provides establishes City-wide policy level guidance and modifies the development potential of parcels in the City, it does not contain specific project proposals. It is also important to note that buildout to the maximum levels permitted by the General Plan Update is not anticipated to occur by 2035. For this reason, population, housing and employment estimates identified for the proposed project at "build out" have been adjusted to reflect a scenario that is reasonably foreseeable in 2035. For purposes of this CEQA analysis, SCAG population, housing, and employment projections are used for general comparison purposes.

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.10-1: The proposed General Plan would directly result in population growth in the planning area. [Threshold P-1]

Impact Analysis: The City's 2014–2021 Draft Housing Element states the City's housing stock could grow as a result of new development on existing vacant land, recycling of poorly maintained existing units, and development of multi-family zoned land at higher densities. Based on the acreage of specific vacant properties, reasonable density assumptions, and implementation of programs in the proposed General Plan, the Housing Element concludes that vacant land in the City could accommodate 356 additional units. These

units, at the associated affordability levels, would exceed the RHNA allocation for the City—80 units including 76 carry-over units from the 2008—2014 RHNA cycle—by 276 units (City of La Habra 2013).

One of the purposes of the General Plan Update is to adequately plan and accommodate future growth. As discussed in Chapter 3, *Project Description*, of this EIR, implementation of the proposed land use plan would result in buildout of approximately 25,153 dwelling units. Consequently, the General Plan Update accommodates approximately 74,831 people. According to DOF, in 2013, the population of the City of La Habra was approximately 61,202. Buildout in accordance with the General Plan Update would therefore result in a population increase of 13,629, a 22 percent increase in population compared to existing conditions. The increase of 5,229 dwelling units would represent a 26 percent increase compared to existing conditions.

Buildout of the proposed land use plan would also involve the extensive redevelopment and intensification of major commercial corridors in the City and would allow higher intensity development in the City's industrial areas. New and expanded land uses in these areas would accommodate approximately 4.4 million additional square feet of nonresidential space compared to existing conditions and would, together with existing employment-generating land uses, provide 25,634 jobs in the planning area. According to the Center for Demographic Research (CDR 2012), La Habra provided approximately 16,064 jobs in 2010. Buildout in accordance with the General Plan Update would therefore result in 9,570 additional jobs in the City, a substantial increase in employment compared to existing conditions and an increase that would indirectly induce population growth.

Hypothetical 2035 buildout of the proposed land use plan would increase the population and number of jobs in the planning area. However, despite these direct and indirect inducements of population growth, buildout of the proposed project would improve the jobs-housing balance in the City.

Jobs-Housing Balance

The concept of jobs-housing balance refers to the relationship of dwelling units to jobs in a given community or area. Assuming a reasonable match between the affordability of housing and the incomes of jobs in the local market, if the number and proximity of residences is proportionate to the number and proximity of jobs, the majority of employees would have the opportunity to work and reside in the same community. A well-balanced ratio of jobs and housing can contribute to reductions in the number of vehicle trips resulting from commuting due to employment opportunities in closer proximity to residential areas. Such a reduction in vehicle trips would result in lower levels of air pollutant emissions (including lower greenhouse gas emissions) and less congestion on area roadways and intersections.

The following objectives for the proposed project, found in Chapter 3, *Project Description*, identify jobs-housing balance as one of the General Plan Update's primary objectives:

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

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

As noted above, full buildout of the proposed General Plan Update is not anticipated to occur in the near future. However, this EIR is tasked with determining the significance of impacts based on the development potential allowed under the proposed project. Based on this standard, buildout of the proposed project would result in moderate (22 percent) population growth, but would also result in an improved jobs-housing balance. When averaged between 2013 and 2035, this represents annual population growth of approximately 1 percent. Table 5.10-9 compares planning area buildout projections for population, households, and employment to SCAG projections. SCAG projects that the City will remain housing-rich in 2035, with a jobs-housing ratio of just under 1. The table shows that buildout projections for population, household and employment growth under the proposed project are substantially higher than 2035 estimates projected for the City by SCAG. Growth consistent with 2035 buildout projections would result in a jobs-housing ratio of 1.02, which means that all working adults that reside in La Habra could hypothetically also work in the City. This is a healthier job-housing ratio than both existing conditions (0.80) and the ratio projected for 2035 by SCAG (0.87). Therefore, although buildout of the General Plan Update induces population growth, it would improve the City's balance of housing and jobs and would fulfill the General Plan Update objectives identified above.

Table 5.10-9 Comparison of SCAG Projections and Proposed Project Buildout Projections

	Existing 2013 Conditions	SCAG Projections for the City of La Habra		Project Buildout
		2020	2035	
Population	61,202	62,800	62,300	74,831
Households	18,965[1]	19,200	19,300	23,895[1]
Housing	19,963	20,211[2]	20,316[2]	25,153
Employment	16,064[3]	17,500	17,600	25,634
Jobs-Housing Ratio	0.80	0.87	0.87	1.02

Source: CDR 2012, DOF 2013a, SCAG 2012b.
[1] Household estimates for existing conditions and project buildout are calculated based on number of housing units and a vacancy rate of 5%.
[2] Housing units in SCAG projections are estimated based on number of households and a vacancy rate of 5%.
[3] CDR 2012

Policies in the proposed General Plan address the need for a balance between local employment and housing. Policy LU 2.4 concisely states the City's intention that land uses and densities allowed under the Land Use Plan "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". Policy LU 6.5 also advocates for a balance between jobs and housing. Policies ED 4.1 through ED 4.4 focus on economic development initiatives that will increase job opportunities for residents, while policies throughout the Housing Element address the provision of housing that meets the needs of local residents and workers (see Section 5.10.4, *Relevant General Plan Policies*, below).

Consistency with SCAG's Compass Growth Vision

SCAG identified large portions of the City as a High Quality Transit Area (HQTA) including all areas within one half-mile of Beach and La Habra Boulevards (see Figure 4-1). As previously stated an HQTA is a walkable transit village or corridor that is within one half-mile of a well-serviced transit corridor. The purpose

of identifying these areas is to balance employment, housing, and services on a regional level to reduce vehicle miles traveled, reduce air pollutant emissions, enhance livability, expand prosperity, and increase sustainability in the SCAG region. Policy LU 2.4 of the General Plan ensures that the City 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.

The General Plan Update is consistent with the HQTA map, because it encourages a mix of residential business around the City's major corridors to reduce vehicle miles traveled. Mixed use development would be introduced along Whittier Boulevard and La Habra Boulevard. New residential uses would be introduced along La Habra Boulevard. New commercial shopping center uses would also be introduced along these corridors including the incorporation of commercial use at Beach Boulevard and Imperial Highway. The General Plan Update would increase livability by providing higher density housing and commercial opportunities along Beach Boulevard (SR-39), Harbor Boulevard, Imperial Highway (SR-90), La Habra Boulevard, and Whittier Boulevard (SR-72). The General Plan is consistent with SCAG's vision for the area and proposed implementation of the HQTA goals in that it accommodates population growth in the SCAG region, encourages growth in existing and emerging centers and along major transportation corridors, encourages mixed-use opportunities, and promotes employment opportunities in the housing-rich city.

Conclusion

The population, housing, and employment projections for buildout of the proposed project would exceed, but not substantially exceed, SCAG's growth forecasts for the City of La Habra. Implementation of the General Plan Update would directly induce population growth in the area. However, the General Plan Update accommodates future growth in the City by providing for infrastructure and public services to accommodate this projected growth (see Chapter 5.7, *Hydrology and Water Quality*, Chapter 5.11, *Public Services*, Chapter 5.13, *Transportation and Traffic*, and Chapter 5.14, *Utilities and Service Systems*). Furthermore, population growth would be offset by employment growth accommodated by the General Plan Update, which would improve the City's jobs-housing balance. Therefore, implementation of the proposed project would result in a less than significant impact relating to population growth.

5.10.4 Relevant General Plan Policies

Community Development

Land Use

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 2.3 **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 the community.

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.

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.

Economic Development

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.

Housing

H 1.1 **Support State Housing Policy.** Support State Housing policy be 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 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.

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 2.10 **Preservation of Affordable Housing.** Preserve the existing affordable housing stock and place long-term affordability restrictions on assisted housing.

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 desirable level of apartment or rental units will be retained in the housing stock.

H 3.9 **Job Training.** Promote job training/retraining for residents to increase employment opportunities, which is financially supportive to housing costs.

5.10.5 Existing Regulations

No regulations apply to population and housing.

5.10.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements, Impact 5.10-1 would be less than significant.

5.10.7 Mitigation Measures

No mitigation is required.

5.10.8 Level of Significance After Mitigation

Impacts would be less than significant, and no significant and unavoidable impact would occur.

5.10.9 References

Atkins. 2012, May. Technical Background Report for the City of La Habra General Plan Update.

California Department of Finance (DOF). 2013a. Table E-5: Population and Housing Estimates for Cities, Counties, and the State, January 2011 - 2013, with 2010 Benchmark. http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php.

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5.11 PUBLIC SERVICES

This section addresses public services including: Fire Protection and Emergency Services, Police Protection, School Services, and Library Services. Park Services are addressed in Section 5.12, *Recreation*. Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in Section 5.14, *Utilities and Service Systems*. The analysis in this section is based, in part, upon analysis performed in the following technical background report produced as part of the General Plan Update and included as Appendix C to this EIR:

- Section 4.2, *Libraries*, in the City of La Habra General Plan Update Technical Background Report*,* Atkins, May 2012.
- Section 4.3, *Schools*, in the City of La Habra General Plan Update Technical Background Report*,* Atkins, May 2012.
- Section 4.4, *Police Service*, in the City of La Habra General Plan Update Technical Background Report*,* Atkins, May 2012.
- Section 4.5, *Fire Service*, in the City of La Habra General Plan Update Technical Background Report*,* Atkins, May 2012.

5.11.1 Fire Protection and Emergency Services

5.11.1.1 ENVIRONMENTAL SETTING

Regulatory Background

Federal

International Fire Code

The Uniform Fire Code includes specialized technical fire and life safety regulations that apply to the construction and maintenance of buildings and land uses. Topics addressed in the Code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire safety requirements for new and existing buildings.

State

California Health and Safety Code

State fire regulations in Sections 13000 et seq. of the California Health and Safety Code include regulations for building standards (also in the California Building Code), fire protection and notification systems, fire

protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

Regional

Los Angeles County Fire Code

Chapter 15.46 (Fire Code) of the La Habra Municipal Code adopts Title 32 of the Los Angeles County Code that modifies and adopts the 2007 California Building Code and the 2009 International Fire Code. The Fire Code gives the fire chief the authority to inspect buildings and premises for the purpose of ascertaining the cause or condition of a fire or what contributed to its spread. The Los Angeles County Fire Code is applicable to La Habra because the City contracts with the Los Angeles County Fire Department (LACoFD) for fire suppression and emergency medical services.

Local

City of La Habra Municipal Code

Chapter 2.52 (Emergency Services) of the La Habra Municipal Code addresses emergency preparedness powers and duties. The declared purposes of this chapter are to provide for the preparation and carrying out of plans for protection of persons and property within the City of La Habra in the event of an emergency; the direction of the emergency organization; and the coordination of the emergency functions of the City with all other public agencies, corporations, organizations, and affected private persons. This chapter creates a disaster council and establishes its powers and duties. It is the duty of the disaster council to develop and recommend, for adoption by the city council, emergency and mutual aid plans and agreements as well as ordinances, resolutions, rules, and regulations to implement such plans and agreements.

Chapter 15.46 (Fire Code) of the La Habra Municipal Code adopts Title 23 of the Los Angeles County Code amended in 2010, the 2010 California Fire Code, and the 2009 International Fire Code that has been incorporated into the 2010 California Fire Code and the 2010 Los Angeles County Fire Code.

City of La Habra Emergency Response Plan

This plan determines the actions to be taken by the City to prevent disasters where possible; to reduce the vulnerability of residents to any disasters that cannot be prevented; to establish capabilities for protecting citizens from the effects of disasters; to respond effectively to the actual occurrence of disasters; and to provide for recovery in the aftermath of any emergency involving extensive damage or other debilitating influence on the normal pattern of life within the community.

Existing Conditions

The City of La Habra, after disbanding its own fire department in 2005, was the first city outside of Los Angeles County to contract with LACoFD for fire suppression and emergency medical services. LACoFD is a full-service fire department that provides fire protection, emergency medical services, hazardous materials response, and other life safety services to 4.1 million residents in a 2,305-square-mile service area.

LACoFD service area includes 58 cities and all unincorporated county areas, excluding the City of Los Angeles. The City of La Habra is in Division IV, Battalion 21 of LACoFD, which covers the cities of La Habra, La Mirada, Whittier, Cerritos, and Norwalk and has nine stations, staffed 24 hours a day, 365 days a year.

Fire Stations, Staffing, and Equipment

LACoFD operates 170 ~~169~~ fire stations and has a total of 4,667 ~~4,850~~ personnel. Four stations provide first-in jurisdictional coverage to the City. Three of these stations, Stations 191, 192, and 193, are within the City limits, Station 194 is in La Mirada along South Beach Boulevard on property owned by the City of La Habra. Table 5.11-1 summarizes staffing and equipment at each fire station. The location of each of the fire stations providing first-in coverage to the City is identified in Figure 5.11-1, *Police and Fire Stations*. The four stations are all staffed at all times with, at minimum, a three-person assessment unit, which consists of one fire captain, one firefighter specialist, and one firefighter/paramedic. Station 191 is also staffed with a two-person paramedic squad, which consists of two firefighter/paramedics.

Table 5.11-1 Fire Station Facilities

Station	Staffing
Fire Station 191 850 W. La Habra Blvd La Habra, CA	3-person assessment engine company (1 fire captain, 1 fire fighter specialist, and 1 fire fighter paramedic) 2-person paramedic squad (2 fire fighter/paramedics)
Fire Station 192 520 S. Harbor Blvd La Habra, CA	3-person assessment engine company
Fire Station 193 1000 Risner Way La Habra, CA	3-person assessment engine company
Fire Station 194 13540 S. Beach Blvd La Mirada, CA	4-person assessment engine company (1 fire captain, 1 fire fighter specialist, 1 fire fighter paramedic, and 1 fire fighter)

Source: Atkins 2013.

Although the first-in jurisdictional coverage is provided by these four stations, LACoFD operates under a regional approach. Emergency response units are dispatched as needed to an incident anywhere in LACoFD's service territory based on distance and availability without regard to jurisdictional or municipal boundaries.

Fire and Medical Incidents

In 2009, LACoFD responded to 302,960 incidents, including fires, medical emergencies, and other incidents (e.g., false alarms, smoke scares, and vehicle incidents). The number of incidents in 2009 shows an average annual increase of 2.25 percent between 2007 and 2009, from 289,605 in 2007, to 296,945 in 2008, to 302,960 in 2009.

Of the 302,960 incidents in 2009, approximately 71 percent were medical emergency responses. The number of fire incidents in 2009 (8,242) was fewer than the number of fire incidents in both 2008 and 2007—8,640 and 9,719, respectively (LACoFD 2009). This reduction in fire incidents in past years may be attributed to the

success of the department's Fire Prevention Division, which focuses on educating the community about the benefits of proper safety practices and identifying and eliminating all types of hazardous conditions that pose a threat to life, the environment, and property (LACoFD 2013). In contrast to fire incidents, the number of medical emergency responses increased.

Response Times and Service Standards

LACoFD uses national guidelines that call for a 5-minute response time for the first arriving unit for fire and emergency medical service responses and 8 minutes for the advanced life support (paramedic) unit in urban areas. During 2009, the average response time for the first arriving unit to an emergency incident within the City of La Habra was 4 minutes 15 seconds. The average nonemergency response time was 5 minutes 58 seconds. Therefore, the 2009 average response times fell within the established response time standard.

According to LACoFD, there is no set standard or formula for determining acceptable levels of service. However, iIndicators of need for additional resources and staffing include response times, incident loads, resident and transient population, and square footage of improvements. LACoFD does not calculate service-to-population ratios, because such ratios do not properly reflect the need for fire protection and emergency medical services and do not account for demand caused by nonresidential structures, vehicular incidents, transient population, and vacant land with combustible vegetation.

Currently, LACoFD maintains acceptable equipment levels and staffing levels throughout its jurisdictional boundaries.

Other Services

In addition to fire suppression, LACoFD also provides fire prevention services, emergency medical services, and other support services, including wildland fire control.

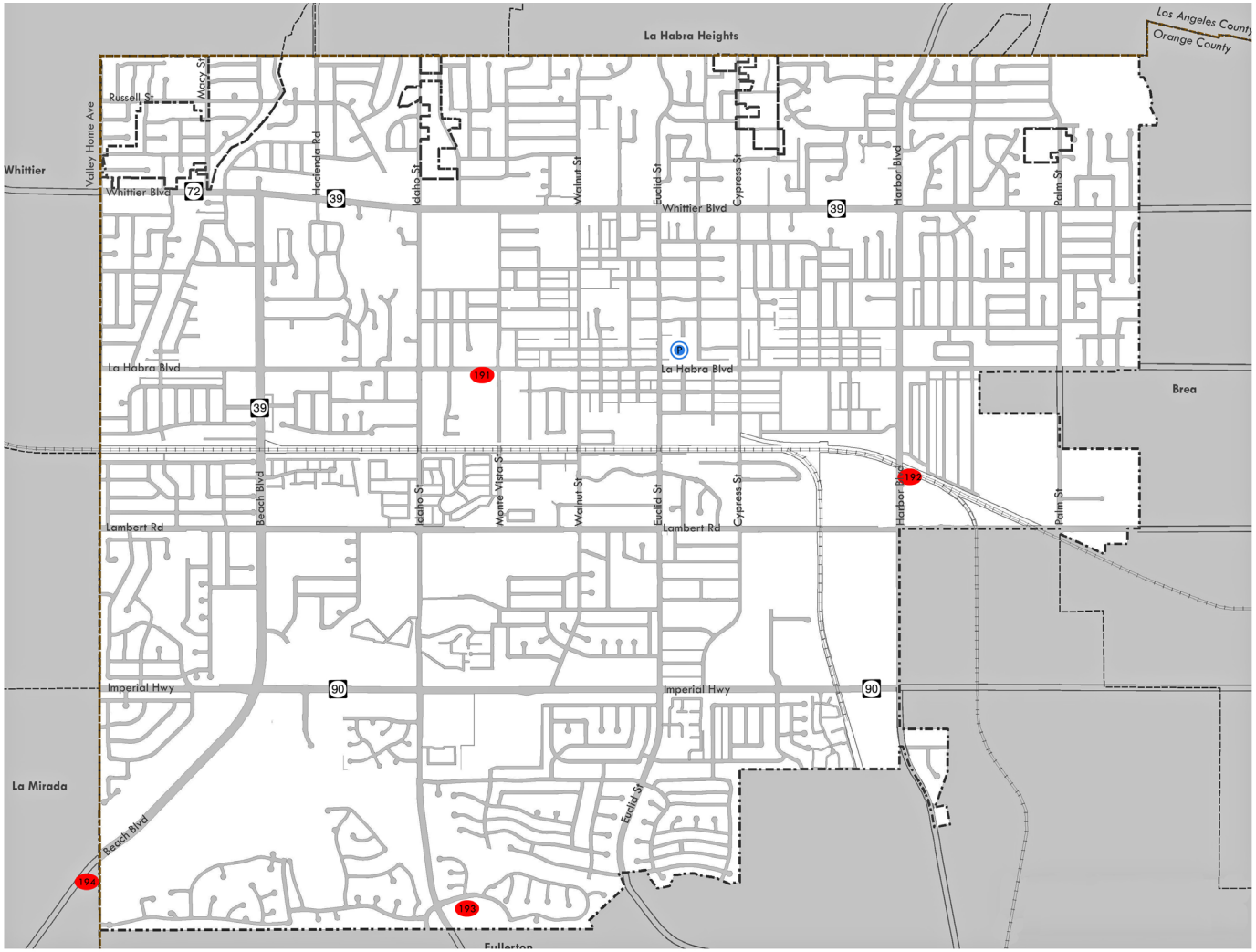
Fire Prevention Division

The Fire Prevention Division focuses on educating the community about the benefits of proper safety practices and identifying and eliminating all types of hazardous conditions. The division is under the command of an assistant fire chief designated as the department's fire marshal. The Fire Prevention Division comprises of the following sections.

- Regional Units I and II Sections are responsible for conducting plan checks for building processes and fire extinguishing systems. The electronic Development and Permit Tracking System (eDAPTs) unit, also part of Regional Units I and II, provides tracking and status of all plans submitted and annual inspections.

- Special Units I and II Sections comprised a number of specialized units, including the Petroleum/Chemical Unit, the Schools and Institutions Units, Fire Investigation Unit, Codes and Ordinances Unit, and County Facilities Unit.
- Engineering Section consists of the Building Plan Check Unit, Fire Sprinkler Plan Check Unit, and the Fire Alarm Unit.

Police and Fire Stations



Legend

- Police Station
- Fire Station 191
- Fire Station 192
- Fire Station 193
- Fire Station 194
- Railroad
- County Boundary
- La Habra City Limits

0 0.5
Scale (Miles)

Source: City of La Habra

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Emergency Medical Services

The emergency medical services (EMS) personnel operating in La Habra are required to follow Orange County Emergency Medical Services (OCEMS) protocols and policies and be dually certified as an emergency medical technician (EMT) in both Los Angeles and Orange counties. The OCEMS provides oversight to all providers of emergency medical services in Orange County, including fire departments, medical transportation providers, base hospitals, emergency departments, and trauma centers. Ambulance service is provided through the La Habra Police Department.

Health and Hazardous Materials Division

The Health and Hazardous Materials Division (HHMD) is part of LACoFD's Prevention Services Bureau and includes the following sections and units: Inspection Section, Emergency Operations Section, Special Operations Section (California Accidental Release Prevention Program [Cal-ARP] Unit, Investigations Unit, and Site Mitigation Unit), and Administration/Planning Section. In 1997, HHMD became a Certified Unified Program Agency (CUPA) to administer the following programs for all of Los Angeles County, except in the cities of El Segundo, Glendale, Long Beach, Los Angeles, Santa Fe Springs, Santa Monica, and Vernon:[1] the Hazardous Waste Generator Program, Hazardous Materials Release Response Plans and Inventory Program, Cal-ARP, the Aboveground Storage Tank Program, and the Underground Storage Tank Program. Additionally, the department works with the Los Angeles and Santa Monica CUPAs as a participating agency (PA) for hazardous waste programs. LACoFD is also a PA in Orange County for La Habra's hazardous materials program.

Forestry Division

The Forestry Division is responsible for the review of environmental documents related to development and protection of oak tree resources, development of vegetation management plans and proposals, coordination of wildland fire planning, enforcement of the department's brush clearance program, and review of fuel modification plans. The Forestry Division comprises three sections: Operations, Natural Resources, and Brush Clearance. During major emergencies, the Forestry Division provides logistical support for operational personnel. Technical activities of the Forestry Division include the use of Geographic Information Systems (GIS) to map wildland fires and provide assessments of limited natural resources. The Forestry Division also oversees development and staffs LACoFD's Infrared and Fire Mapping Program.

Mutual Aid Agreements

In addition to providing service within the service area, LACoFD participates in automatic and mutual aid services with neighboring jurisdictions. LACoFD is a partner in the Statewide Master Mutual Aid System, which includes the Brea Fire Department, Fullerton Fire Department, Los Angeles City Fire Department, California Department of Forestry and Fire Protection (CAL FIRE), United States Forest Service, Orange County Fire Authority, and California Emergency Management Agency. This agreement allows local emergency service jurisdictions to call for assistance in the event of major incidents and establishes communication and response protocols.

[1] These cities are the CUPAs within their own jurisdictions.

5.11.1.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

FP-1 Result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.

5.11.1.3 ENVIRONMENTAL IMPACTS

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.11-1: The General Plan Update would introduce new structures and residents and workers into LACoFD's service boundaries, thereby increasing the requirement for fire protection personnel and facilities, the construction of which may result in physical impacts. [Threshold FP-1]

Impact Analysis: The proposed General Plan would allow for an increase of up to 5,299 dwelling units and 4,435,949 square feet of nonresidential building space, which would in turn increase resident and worker populations in LACoFD's service boundary. Currently, there are no plans for additional staffing, equipment, or facility expansion in the City of La Habra. To account for additional service demands in the City, LACoFD may increase their annual fee charged to the City to account for the increase in demand, per their contract with the City. This determination process, made by LACoFD based on the actual increase in demand compared to existing conditions, would be continued under the General Plan Update.

The City collects development impact fees, including fees for fire protection, per Chapter 15.48, Residential Building Fees, and 15.52, Development Fee, of its Municipal Code (City Ordinance Nos. 850, 1053, 1209, and 1213). Revenue from these fees, as well as property and sales taxes, would grow in rough proportion to the increase in residential units and/or businesses allowed under the proposed General Plan Update.

As the City's population increases, additional fire stations may be required, and localized environmental impacts would result from the construction of those facilities. However, since the location and size of future facilities is unknown, it would be speculative to analyze the site-specific environmental impacts of those facilities as part of this first-tier program EIR. The physical impacts associated with construction noise, emissions, and traffic of a new facility are considered as part of the overall project addressed in this EIR. Impacts are considered the same as potential development and redevelopment of nonresidential uses analyzed and accounted for in other sections of this EIR (Sections 5.1 through 5.14). Any applicable mitigation measures identified in those sections will address potential significant impacts associated with construction and operation of public services facilities. In particular, see Sections 5.2, *Air Quality*, 5.5, *Greenhouse Gas Emissions*, 5.9, *Noise*, and 5.13, *Transportation/Traffic*.

Policies and implementation measures in the proposed General Plan Update, including Policies FS 1.1 through FS 1.8, are designed to ensure collaboration between City departments, LACoFD, and other involved agencies to achieve the City's development goals in phases, working within the budget and infrastructure constraints of the City. Overall, impacts to fire services resulting from buildout of the General Plan Update would be less than significant.

5.11.1.4 RELEVANT GENERAL PLAN POLICIES

Community Services

Fire Services

FS 1.1 **Support Fire Service Provider.** Continue to work with and support the City's fire service provider to ensure adequate personnel, facilities, and infrastructure to maintain an acceptable level of fire protection and emergency services in La Habra.

FS 1.2 **Adequate Water Supply.** Maintain adequate water supply and fire flow pressure for fire suppression in La Habra.

FS 1.3 **Enforcement of Codes to Reduce the Risk of Fire.** Continue to enforce all relevant federal, state, and county codes and local ordinances to reduce the risk of fire hazards and implement into the design of all new developments, fire prevention measures as required by the La Habra Municipal Code.

FS 1.4 **Fire Inspection and Permit Program.** Continue to manage the City Fire Inspection and Permit Program to ensure that businesses in La Habra are operating within the highest fire safety standards specified by the federal Uniform Fire Code.

FS 1.5 **Review of Development Proposals.** Include the City's fire service provider in the review of development proposals to ensure that projects adequately address safe design and on-site fire protection.

FS 1.6 **Automatic and Mutual Aid.** Continue to participate in automatic and mutual aid agreements between the fire departments of nearby local cities and county agencies.

FS 1.7 **Inspection and Abatement.** Continue the ongoing program of inspection and abatement of fire hazards through fire prevention measures.

FS 1.8 **Multi-Agency Fire Services.** Continue to coordinate and participate in multi-jurisdictional partnerships for the provision of fire protection and emergency medical services for La Habra's residents and businesses.

Community Safety

Natural 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 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 2.6 **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.

Emergency Preparedness

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 1.7 **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.

5.11.1.5 EXISTING REGULATIONS AND STANDARD CONDITIONS

- City of La Habra Municipal Code Chapter 2.52, *Emergency Services*
- City of La Habra Municipal Code Chapter 15.48, *Residential Building Fees*
- City of La Habra Municipal Code Chapter 15.52, *Development Fee*

5.11.1.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

No potentially significant impacts to fire services have been identified and impacts would be less than significant.

5.11.1.7 MITIGATION MEASURES

Impacts are less than significant and mitigation measures are not required.

5.11.1.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No mitigation measures are required and impacts would remain less than significant.

5.11.2 Police Protection

5.11.2.1 ENVIRONMENTAL SETTING

Regulatory Setting

City of La Habra Municipal Code

Chapter 2.52, Emergency Services, of the La Habra Municipal Code addresses emergency preparedness powers and duties. The declared purposes of this chapter are to provide for the preparation and carrying out of plans for protection of persons and property within the City of La Habra in the event of an emergency; the direction of the emergency organization; and the coordination of the emergency functions of the City with all other public agencies, corporations, organizations and affected private persons. This chapter creates a disaster council and establishes its powers and duties. It is the duty of the disaster council to develop and recommend for adoption by the city council, emergency and mutual aid plans and agreements as well as ordinances, resolutions, rules, and regulations to implement such plans and agreements.

City of La Habra Emergency Response Plan

This plan determines the actions to be taken by the City to prevent disasters where possible; to reduce the vulnerability of residents to any disasters that cannot be prevented; to establish capabilities for protecting citizens from the effects of disasters; to respond effectively to the actual occurrence of disasters; and to provide for recovery in the aftermath of any emergency involving extensive damage or other debilitating influence on the normal pattern of life within the community.

Existing Conditions

Police services are provided citywide by the La Habra Police Department (LHPD). The La Habra Police Station is at 150 North Euclid Street (see Figure 5.11-1). Currently, the demand for police services has exceeded the capabilities of this station and there is a need for more workstations, storage space, and repairs due to age-deterioration of the building.

LHPD is divided into two divisions: operations and support services. The Operations Division of LHPD consists of the traffic bureau, patrol unit, ambulance, animal control, and emergency services. The Support Services Division consists of the investigations bureau, records bureau, and communications.

The traffic bureau manages the investigation and documentation of traffic collisions and enforcement of laws related to safe driving. Motor officers focus their enforcement efforts on dangerous intersections, busy streets, and other areas identified by citizen complaints, while the community service officers complement these efforts by issuing parking citations, impounding vehicles, and taking accident reports.

The patrol unit is responsible for general law enforcement duties, including maintaining regular patrols and responding to calls for service. The City is organized into four distinct districts, referred to as patrol areas, which uniformed officers are assigned to patrol during a shift. At minimum, four patrol officers (one for each beat), one supervisor, and a watch commander are on duty. While on patrol, officers attempt to become thoroughly familiar with their patrol area and remain alert for anything unusual. Suspicious circumstances and hazards to public safety are investigated or noted, and officers are generally dispatched to individual calls for assistance within their area. During their shift, they may identify, pursue, and arrest suspected criminals; resolve problems within the community; and enforce traffic laws.

The investigations bureau works closely with the patrol unit in maintaining police service to the community by providing thorough investigation of all reported crimes. The investigations bureau is divided into two units: the general investigations unit and the special investigations unit. Detectives assigned to the general investigations unit work on cases such as homicide, robbery, assault, domestic violence, child abuse, motor vehicle theft, burglary, larceny, and fraud. Detectives assigned to the special investigations unit are assigned cases such as terrorism, narcotics, vice, and gang crime.

The records bureau handles confidential communications with other justice agencies, prepares paperwork required by the courts, sends letters to citizens, and helps residents with questions. The communications bureau handles all emergency 911 phone calls and dispatches officers on calls for service in the community.

LHPD works closely with other City departments such as planning and building to review development plans for the inclusion of security equipment and electronics to reduce losses from burglary. A security ordinance specifying antiburglary hardware and alarm requirements has been adopted.

Staffing

LHPD is authorized to staff 71 sworn and 37 nonsworn or civilian staff. At present, LHPD has 67 sworn employees, an employee in the police academy, and is recruiting to fill the remaining open positions. Based on the City's 2010 population of 60,239 residents and La Habra's 67 currently sworn staff, LHPD provides approximately 1.1 officers per 1,000 residents.

A summary of existing authorized staffing levels is provided in Table 5.11-2. The number of required personnel reflects fully authorized and funded positions and is based on recommendations by police management and ultimately submitted to the city manager by the chief of police.

Table 5.11-2 Existing Authorized LHPD Staffing Levels

Level	Authorized Full-Time Staff
Sworn	
Chief	1
Captain	2
Lieutenant	3
Sergeant	12
Corporal	8
Officers	45
Subtotal Sworn	71
Nonsworn	
Bureau Manager	2
Communications Supervisor	1
Records Supervisor	1
Crime Analyst	1
Youth Services Officer	1
Community Servicers Officer	5
Parking Enforcement Officer	1
Property Technicians	1
Senior Police Secretary	1
Animal Control Officer	2
Communications Operator	10
Record Specialist	11
Subtotal Nonsworn	37
Total Personnel	108

Source: Jerry Price, Police Chief, September 2013.

Standards

Calls for Service

In 2009, LHPD received 46,064 calls for service. Calls are rated by priority, with Priority 1 (emergency) calls being the highest priority and Priority 6 calls the lowest. Of the 46,064 calls in 2009, 1,065 or 2.3 percent were Priority 1 calls. The average response time for emergency calls in 2009 was 3 minutes 42 seconds. LHPD indicated that response times are at an acceptable level. As City population and funding increases, the police department would examine the need to increase the number of sworn personnel in order to maintain an acceptable officer-to-resident ratio.

Officer-to-Resident Ratio

LHPD does not have an established officer per number of population standard. As described above, the current ratio is 1.1 officers per 1,000 residents, which is sufficient to provide basic services to the community.

5.11.2.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

PP-1 Result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services.

5.11.2.3 ENVIRONMENTAL IMPACTS

Impact 5.11-2: The La Habra General Plan Update would introduce new structures, residents, and workers into the LHPD service boundaries, thereby increasing the requirement for police protection personnel and facilities, the construction of which may result in physical impacts. [Threshold PP-1]

Impact Analysis: The proposed General Plan Update would allow for a total of 25,153 residential dwelling units and 12,523,299 square feet of nonresidential building space (commercial, office, and/industrial). When compared to existing conditions, this is an increase of up to 5,299 dwelling units and 4,435,949 square feet of nonresidential building space, which would in turn increase resident and worker populations in LHPD's service boundary. Additional police equipment, facilities, and personnel would be required to provide adequate response times, acceptable public service ratios, and other performance objectives for law enforcement services within the City.

The current sworn officer-to-resident ratio (1.1 officers per 1,000 residents) is adequate for the existing population. LHPD does not have an established standard for providing police services based on population size. Using the current ratio of officers to residents, an additional 17 officers would be needed at build out. The City does not base service needs strictly to population ratios because such ratios do not properly reflect the need for police services. Indicators of need for additional resources and staffing include response times, incident loads, request for service, resident and transient population, and square footage of improvements. Appropriate staff levels are determined on a yearly basis with a recommendation by the Police Chief to the City Manager, who then proposes the appropriate staffing level to the City Council. Buildout of the General Plan Update would increase the City's population by 13,629 residents. This may require the hiring of new staff and could potentially require the building of new facilities. However, since the location and size of future facilities is unknown, it would be speculative to analyze the site-specific environmental impacts of those facilities as part of this first-tier program EIR. The physical impacts associated with construction noise, emissions, and traffic from the operation of a new facility are considered as part of the overall project addressed in this EIR. Impacts are considered the same as potential development and redevelopment of nonresidential uses analyzed and accounted for in other sections of this EIR (Sections 5.1 through 5.14). Any applicable mitigation measures identified in those sections will address potential significant impacts associated with construction and operation of public services facilities. In particular, see Sections 5.2, *Air Quality*, 5.5, *Greenhouse Gas Emissions*, 5.9, *Noise*, and 5.13, *Transportation/Traffic*.

Furthermore, policies and implementation programs in the proposed General Plan Update encourage periodic review of public safety services provided in La Habra and require that police protection services reflect the growing needs of residents. Overall, impacts to police services resulting from buildout of the General Plan Update would be less than significant.

5.11.2.4 RELEVANT GENERAL PLAN POLICIES

Community Services

Police Service

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.

5.11.2.5 EXISTING REGULATIONS AND STANDARD CONDITIONS

- City of La Habra Municipal Code Chapter 2.52, Emergency Services
- City of La Habra Municipal Code Chapter 15.48, Residential Building Fees
- City of La Habra Municipal Code Chapter 15.52, Development Fee

5.11.2.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

No potentially significant impacts to police services have been identified, and impacts would be less than significant.

5.11.2.7 MITIGATION MEASURES

Mitigation measures are not required.

5.11.2.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No mitigation measures are required and impacts would remain less than significant.

5.11.3 School Services

5.11.3.1 ENVIRONMENTAL SETTING

Regulatory Setting

State

California State Assembly Bill 2926: School Facilities Act of 1986

In 1986, AB 2926 was enacted to authorize the levy of statutory fees on new residential and commercial/industrial development in order to pay for school facilities. AB 2926 was expanded and revised in 1987 through the passage of AB 1600, which added Sections 66000 et seq. to the Government Code. Under this statute, payment of statutory fees by developers serves as CEQA mitigation to satisfy the impact of development on school facilities.

California Senate Bill 50

The passage of SB 50 in 1998 defined the needs analysis process that is codified in Government Code Sections 65995.5 through 65998. Under the provisions of SB 50, school districts may collect fees to offset the

costs associated with increasing school capacity as a result of development. Level I fees are assessed based upon the proposed square footage of residential, commercial/industrial, and/or parking structure uses. Level II fees require the developer to provide one-half of the costs of accommodating students in new schools, and the state provides the other half. Level III fees require the developer to pay the full cost of accommodating the students in new schools and are implemented at the time the funds available from Proposition 1A (approved by the voters in 1998) are expended. School districts must demonstrate to the state their long-term facilities needs and costs based on long-term population growth in order to qualify for this source of funding. However, voter approval of Proposition 55 on March 2, 2004, precludes the imposition of the Level III fees for the foreseeable future. Therefore, once qualified, districts may impose Level I and Level II fees.

Funding Sources

Funding mechanisms to support new construction and expansion of public elementary, intermediate, and high school facilities are provided by various state and local sources.

State Sources

The major state funding program for providing permanent school facilities is the Leroy F. Greene State School Building Lease-Purchase Program of 1976 (Lease-Purchase Program), which is funded by state bonds. These bonds are put on the ballot by the legislature on a regular basis for approval by voters. In 2000, adoption of Proposition 39 changed the required majority for local voter approval of bonds from two-thirds to 55 percent. Once these bonds receive voter approval, school districts may apply for the funds. Eligibility is based on a district's need to house current and projected enrollment. The Lease-Purchase Modernization Program is an affiliated program that provides funds for improvements to enhance facilities that are at least 30 years old.

Another source of state funding is the School Facility Program or Assembly Bill 16 (AB 16), administered by the State Office of New Public School Construction. In 2002, AB 16 created the Critically Overcrowded Schools program, which supplements the new construction provisions in the School Facilities Program. The program allows school districts with critically overcrowded school facilities, as determined by the California Department of Education, to apply for a preliminary apportionment for new construction projects.

The State Allocation Board authorizes school districts to collect developer fees to mitigate the impact that new development would have on school enrollment and new school site costs. Levels of developer fee contribution are determined by the State Allocation Board and increase annually. Current state statutes dictate that school districts have the authority to levy statutory or Level I fees on new residential, commercial, and industrial development. Because these Level I fees often do not generate sufficient funding for new schools, districts may use Level II fees to generate one-half the cost of providing new school facilities. Use of Level II fees assumes that the state will provide the other half of the cost of new schools through the issuance of general obligation bonds.

In the event that the state does not have funding available, participating districts have the option to temporarily increase the fees to Level III fees on new residential development to try and meet their needs if

the district meets certain conditions, such as having 20 percent of the district's classrooms classified as able to be relocated. The district must, however, refund these funds when general obligation funds from the state do become available. It should also be noted that the California State Lottery provides a small allocation of monies (i.e., less than 2.5 percent of a district's total income) to school districts that can be used as directed by the local governing school board or body. These monies are not typically used to fund construction projects due to source fluctuation of funds. The lottery funds are generally used for salaries, benefits for instructors, and classroom materials such as textbooks.

Local Sources

Local funding sources used by the districts serving the City include nonrevenue and revenue monies. Nonrevenue funds include lease/purchases, certificates of participation, local bonds, and other mechanisms, which are typically loans. Revenue funds are generated from several sources, including the district's general fund, money from the sale of unused school sites, general obligation funds, developer fees, and others such as grants, private donations, etc.

It is important to note that increases in the tax base do not necessarily affect the financial status of the school districts; therefore, a strong local economy does not necessarily mean that more school facilities can be built and that programs can be expanded. Other expenses, like increases in teacher salaries, are a part of the same total school district budget and may also decrease the limited budget for new development. Further, district compliance with future state or local regulations (e.g., provision of handicap-accessible structures) would also require additional funding.

Developer Fees

Per SB 50, developer fees are collected on new development in the City. Developer Fee Justification Studies are prepared for each individual school district under the requirement of state law and provide specific fee amounts to be paid, as part of the development process, for the purpose of school funding. The reports provide justification for continuing to collect residential and commercial/industrial development fees, in accordance with state law. However, developer fees do not ensure the construction of new schools. School fees paid by developers may be spent on existing demand. Mitigation agreements are often used to help secure school construction funding. Fullerton Joint Union High School District (FJUHSD) collects developer fees for itself and the two elementary and intermediate level school districts that serve the City: La Habra City School District (LHCSD) and Lowell Joint School District (LJSD). The residential, commercial, and industrial rates are (Gelinas 2013; Reynolds 2013):

- Residential - $2.46 per square foot
- Commercial - $0.51 per square foot
- Industrial - $0.51 per square foot

School Bonds

Since developer fees do not ensure the construction of new schools or school-related facilities such as libraries or playgrounds, local bonds are used to fund such facilities. Bond money is also used for long-term

upgrades to existing deficiencies within the school system. In 2002, Measure AA was passed which funded the upgrades of aging facilities and as well as the construction of new classrooms at most of the FJUHSD facilities. In 2012, Measure O was passed by the LHCSD and allowed general obligation bonds of the school district be issued in an amount of $31,000,000 to finance the improvement and renovation of facilities (Orange County Registrar of Voters 2012). Some Measure O initiatives have begun for the 2013-2014 school year but construction projects will not begin until Spring 2014 (LHCSD 2013).

Existing Conditions

Three public school districts currently serve the City of La Habra. LHCSD and LJSD serve students in kindergarten (K) through grade 8, and FJUHSD serves students in grades 9 through 12.

La Habra City School District

LHCSD serves the City of La Habra and areas of the cities of Brea and Fullerton. LHCSD operates four elementary schools for grades K through 2, three schools for grades 3 through 5, and two middle schools for grades 6 through 8. All LHCSD school sites are within the City of La Habra. LHCSD schools are shown on Figure 5.11-2, *Public School Locations*, and listed in Table 5.11-3.

Table 5.11-3 Public Schools Operated by the La Habra City School District

School	Grades	Address	2009/10 Enrollment	Capacity[1]
Elementary Schools				
Arbolita Elementary School	K–2	1001 East Brookdale Drive, La Habra	396	600
El Cerrito Elementary School	K–2	1051 North Hillside, La Habra	426	896
Ladera Palma Elementary School	K–2	2151 East Brookdale Avenue, La Habra	507	883
Las Lomas Elementary School	K–2	301 West Las Lomas Drive, La Habra	520	785
Las Positas Elementary School	3–5	1400 South Schoolwood Drive, La Habra	574	656
Sierra Vista Elementary School	3–5	1800 East Whittier Avenue, La Habra	650	1,016
Walnut Elementary School	3–5	625 North Walnut Street, La Habra	604	806
		Elementary School Subtotal	3,677	5,642
Middle Schools				
Imperial MS	6–8	1450 South Schoolwood Drive, La Habra	949	1,393
Washington MS	6–8	716 East La Habra Boulevard, La Habra	937	1,243
		Middle School Subtotal	1,886	2,636
District Total			5,563	8,278

Source: Atkins 2012
[1] Local Standards Capacity from the LHCSD Facilities Assessment and Implementation Plan (2012).

In the 2009–10 school year, LHCSD served 5,563 students in nine public schools (K–8 grade).

Lowell Joint School District

LJSD serves students in grades K through 8 in the cities of La Habra, La Habra Heights, and Whittier. The district operates five elementary schools serving grades K through 6, and one middle school serving grades 7 through 8. Three of these schools are within the City of La Habra. The middle school is in the unincorporated area of Los Angeles County. The location of LJSD schools is shown on Figure 5.11-2 and listed in Table 5.11-4.

Table 5.11-4 Public Schools Operated by the Lowell Joint School District

School	Grades	Address	2010/11 Enrollment	Capacity
Elementary School				
El Portal Elementary School	K–6	200 North Nada Street, La Habra	442	675
Jordan Elementary School	K–6	10654 Jordan Road, Whittier	458	700
Macy Elementary School	K–6	2301 West Russell Street, La Habra	560	625
Meadow Green Elementary School	K–6	12025 Grovedale Drive, Whittier	441	700
Olita Elementary School	K–6	950 South Briercliff Drive, La Habra	469	600
		Elementary School Subtotal	2,370	3,300
Middle School				
Rancho-Starbuck Intermediate School	7–8	16430 Woodbrier Avenue, Whittier	744	1,091
		Middle School Subtotal	744	1,091
District Total			3,114	4,391

Source: Atkins 2012

The table shows that 3,114 students were enrolled in grades K through 8 for the 2010–11 school year at LJSD.

Fullerton Joint Union High School District

FJUHSD provides education to students in grades 9 through 12 for the cities of La Habra, Anaheim, Brea, Buena Park, Fullerton, La Habra Heights, La Mirada, La Palma, and Whittier. Students that attended LHCSD and LJSD schools, as well as two other school districts (for grades K through 8) attend high school at one of the FJUHSD schools. The FJUHSD operates six 4-year comprehensive high schools, one continuation school, and one alternative school. La Habra High School and Sonora High School serve students living in the cities of La Habra, Brea, Fullerton, and La Habra Heights. The location of FJUHSD schools is shown on Figure 5.11-2 and listed in Table 5.11-5.

Table 5.11-5 Public Schools Operated by the Fullerton Joint Union High School District

School	Grades	Address	2009/10 Enrollment	Capacity[1]
Buena Park High School	9–12	8833 Academy Drive, Buena Park	1,961	2,349
Fullerton Union High School	9–12	201 East Chapman Avenue, Fullerton	2,071	2,322
La Habra High School	9–12	801 West Highland Avenue, La Habra	2,201	2,349
La Sierra High School	Alternative	951 North State College Boulevard, Fullerton	1,073	NA
La Vista High School	Continuation	909 North State College Boulevard, Fullerton	435	495
Sonora High School	9–12	401 South Palm Street, La Habra	2,168	2,133
Sunny Hills High School	9–12	1801 Warburton Way, Fullerton	2,511	2,214
Troy High School	9–12	2200 East Dorothy Lane, Fullerton	2,627	2,445
		District Total	**15,047**	**14,307**

Source: Atkins 2012.
[1] Fullerton 2012.

District enrollment for the 2009–10 school year was 15,047 students for grades 9 through 12. Table 5.11-5 lists schools within FJUHSD and the associated enrollments for the 2009–10 school year.

Public School Enrollment Capacity and Overcrowding

The existing capacity of school districts serving the City of La Habra is computed based on loading standards in the California Code of Regulations, Title II, Section 1859.35, which sets capacity on a districtwide basis rather than a school-level basis. This is for the purpose of levying developer fees.

La Habra City School District

The enrollment capacity of the LHCSD is 4,450 for grades K through 6, and 1,188 for grades 7 through 8, for a total of 5,638. LHCSD enrollment during the 2009–10 school year was 5,563; therefore, it is operating within its total enrollment capacity.

Lowell Joint School District

The enrollment capacity of the LJSD is 2,063 for grades K through 6 and 733 for grades for grades 7 through 8, for a total of 2,796. LJSD total enrollment during the 2010–11 school year was 3,114 and is therefore, it is experiencing overcrowding. However, communications with the LJSD indicate those schools within the City of La Habra are not experiencing overcrowding and are projecting declining enrollment over the next few years (Atkins 2012).

Fullerton Joint Union High School District

The enrollment capacity of FJUHSD is 14,298 for grades 9 through 12. FJUHSD's enrollment during the 2009–10 school year was 15,047; therefore, it is experiencing overcrowding. However, based on communications with staff from La Habra High School and Sonora High School, declining enrollments are projected over the next few years (Atkins 2012).

Student Generation Factors

Each school district has different student generation rates based on single and multifamily housing, as shown in Table 5.11-6. These rates are used to estimate the number of students generated by single-family and multifamily housing.

Table 5.11-6 Student Generation Rates for New Housing

	Student Generation Rate (students per housing unit)	
	Single-Family	Multi-Family
La Habra City School District		
Grades K–5	0.270	0.435
Grades 6–8	0.145	0.201
Lowell Joint School District		
Grades K–6	0.213	0.076
Grades 7–8	0.401	0.096
Fullerton Joint Union High School District		
Grades 9–12	0.205	0.182

Source: Atkins 2012

5.11.3.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

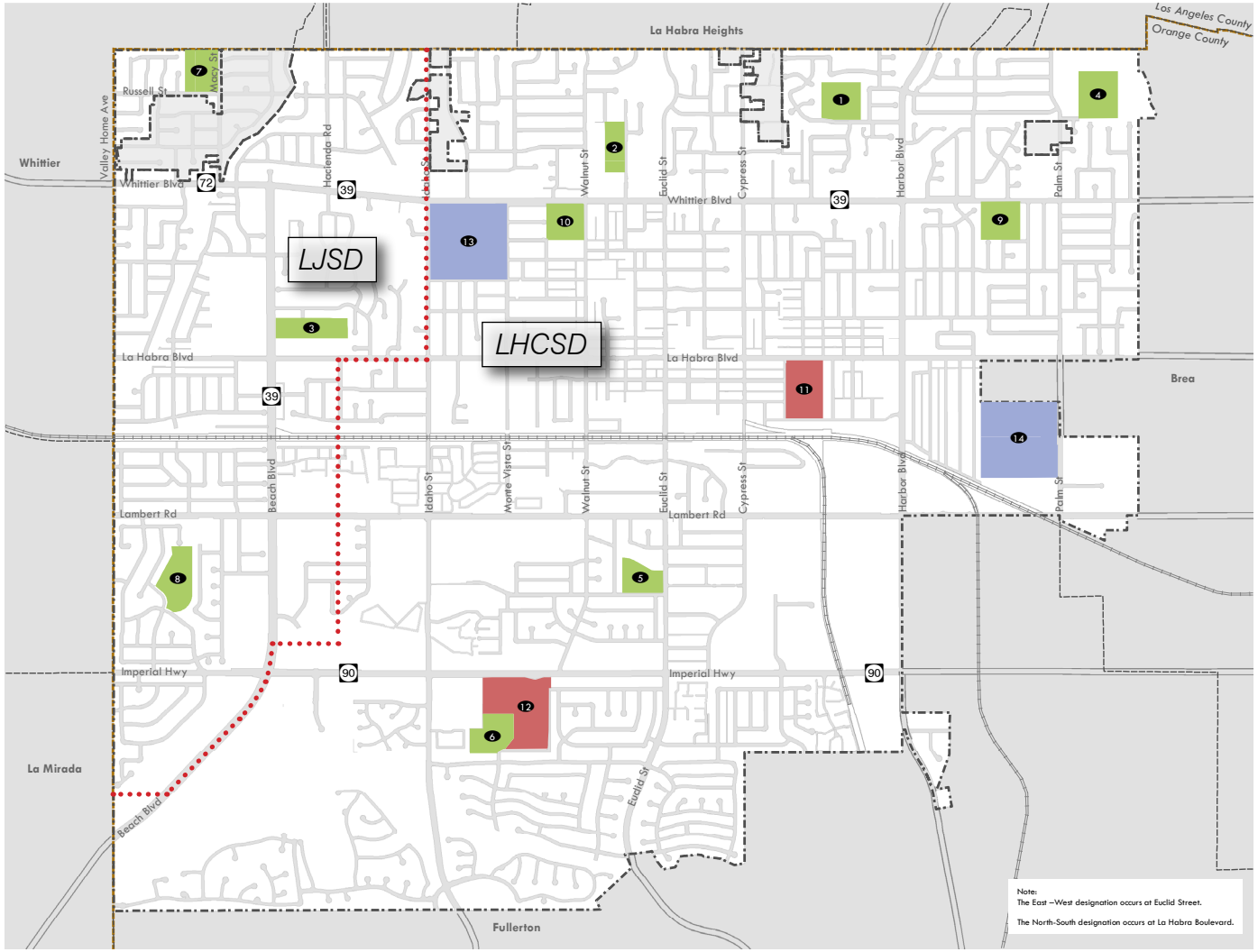
SS-1 Result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for school services.

5.11.3.3 ENVIRONMENTAL IMPACTS

Impact 5.11-3: The General Plan Update would generate new students who would impact the school enrollment capacities of schools in the La Habra City School District, Lowell Joint School District, and Fullerton Joint Union High School District; additional schools may be required, the construction of which may result in physical impacts. [Threshold SS-1]

Impact Analysis: The proposed General Plan Update would allow for a total of 25,153 residential dwelling units. When compared to existing conditions, this is an increase of up to 5,299 dwelling units, which would in turn increase resident population by 13,629 (see Table 3-3, in Chapter 3, *Project Description*).

Public School Locations



Note: All of La Habra is in the Fullerton Joint Union High School District

Source: City of La Habra

Legend

Elementary School
1. Arbolita School
2. El Cerrito School
3. El Portal School
4. Ladera Palma School
5. Las Lomas School
6. Las Positas School
7. Macy School
8. Olita School
9. Sierra Vista School
10. Walnut Street School

Middle School
11. Washington Middle School
12. Imperial Middle School

High School
13. La Habra High School
14. Sonora High School

La Habra City Limits
County Boundary
Railroad
School District Boundary

0 0.5
Scale (Miles)

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Using the student generation factors in Table 5.11-6, an estimate of the number of students generated by future buildout of the General Plan Update was determined. As shown in Table 5.11-7, the increase in housing units would increase the number of students within the City by 5,749 over existing conditions and 2,552 over the capacity of schools within the City of La Habra. No additional schools are currently proposed in the City.

Table 5.11-7 Projected Student Populations in LHCSD, LJSD, and FJUHSD

Grade Level	Dwelling Unit Type	Estimated General Plan Buildout Units	LHCSD Student Generation Rate[1]	LJSD Generation Rate	FJUHSD Generation Rate	General Plan Buildout Estimated Students
K–5	Single-Family	13,410	0.270	0.213	–	3,391
	MultiFamily	11,743	0.435	0.076	–	3,843
	Subtotal	25,153	–	–	–	7,235
6–8	Single-Family	13,410	0.145	0.401	–	3,077
	MultiFamily	11,743	0.201	0.096	–	1,953
	Subtotal	25,153	–	–	–	5,031
9–12	Single-Family	13,410	–	–	0.205	2,749
	MultiFamily	11,743	–	–	0.182	2,137
	Subtotal	25,153	–	–		4,886
	Total	25,153	–			17,152
					Existing Enrollment in La Habra Schools[2]	11,403
					Increase over Existing	+5,749
					Total Capacities of LHCSD, LJSD, and FJUHSD Schools within La Habra	14,660
					Increase over Total Capacity	+2,552

Source: Atkins 2013.

[1] LHCSD has 7 elementary schools in the City's boundaries and LJSD has 3 elementary schools. Therefore, it is assumed that 70 percent of the elementary students in the City will go to LHCSD and 30 percent to LJSD. Likewise, LHCSD has 2 middle schools and LJSD has 1 middle school that serve the City. Therefore, it is assumed that 67 percent of the middle school students go to LHCSD and 33 percent go to LJSD.

[2] The total existing students is based on the total number of students in all three school districts attending public schools in La Habra's boundaries (see Tables 5.11-3 through 5.11-5).

Future residential development and population growth in the City of La Habra may cause overcrowding to occur at schools within the LHCSD, LJSD, and FJUHSD. The construction of new schools may be needed in order to accommodate the estimated number of students. Per the CEQA threshold, the construction of these schools may result in potentially significant impacts. However, since the location and size of future facilities is unknown, it would be speculative to analyze the site-specific environmental impacts of those facilities as part of this first-tier program EIR. The physical impacts associated with construction noise, emissions, and traffic associated with the operation of a new facility are considered as part of the overall project addressed in this EIR. It is assumed that new schools would be built in areas designated in the City to be developed or redeveloped under the proposed General Plan. Therefore, impacts are considered the same as potential development and redevelopment of nonresidential uses analyzed and accounted for in other sections of this EIR (Sections 5.1 through 5.14). Any applicable mitigation measures identified in those sections will address potential significant impacts associated with construction and operation of public services facilities. In particular, see Sections 5.2, *Air Quality*; 5.5, *Greenhouse Gas Emissions*; 5.9, *Noise*; and 5.13, *Transportation/Traffic*.

Development in La Habra in accordance with the General Plan Update would require payments of developer impact fees to the FJUHSD, who would distribute these fees to LJSD and LHCSD. Impact fees levied by these three school districts are set within the limits of SB 50 and may be used to fund the construction of new schools, in addition to the funds gained through Measure AA and O (described above, under "Funding Sources").

In conclusion, the proposed General Plan Update would result in an increase in student population, which would exceed the existing capacity of the LHCSD, LJSD, and FJUHSD and create a need for additional public school facilities. As the location and size of these facilities is not known, site-specific environmental impacts cannot be addressed in this first-tier EIR; however, as discussed above, the physical impacts associated with construction noise, emissions, and traffic associated with the operation of a new facility are considered as part of the overall project addressed in this EIR. So, the potential environmental impacts to school services associated with the project-generated population increase are currently addressed to the extent possible in this first-tier EIR, based on the existing information for General Plan buildout of the City. Overall, impacts related to school services resulting from buildout of the General Plan Update would be less than significant.

5.11.3.4 RELEVANT GENERAL PLAN POLICIES

Community Services

Schools

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.

5.11.3.5 EXISTING REGULATIONS AND STANDARD CONDITIONS

- California Senate Bill 50 (SB 50)
- California State Assembly Bill 2926 (AB 2926)—School Facilities Act of 1986

5.11.3.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: 5.11-3.

5.11.3.7 MITIGATION MEASURES

The proposed project would have a less than significant impact on school services and no mitigation measures are required.

5.11.3.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No mitigation measures have been identified and impacts would be less than significant.

5.11.4 Library Services

5.11.4.1 ENVIRONMENTAL SETTING

The City of La Habra does not maintain its own library system. Rather, library services in La Habra are provided by the Orange County Public Libraries (OCPL), which is a network of community libraries that includes the La Habra Library branch. The OCPL operates 33 branches and one outlet in the Orangewood Children's Home that provide a variety of services to residents throughout Orange County.

Library Facilities

The La Habra Library branch building is owned by the City of La Habra and is at 221 East La Habra Boulevard. This facility is the only branch of the OCPL in the City. The La Habra Library staffs 8.5 full-time employees (TBR 2012). The building and any improvements made to the building are the City's responsibility, but operations are run and funded by the OCPL (Fried 2013).

The La Habra Library includes a number of materials and databases, including books, magazines, periodicals, business materials, reference documents, and community information available for use by patrons. The La Habra Library contains approximately 101,900 books, including the largest Spanish language collection in the United States (TBR 2012). Although not all special subject collections may be available at the La Habra Library branch, special subject collections—including government documents, music scores, consumer health, cookbooks and genealogy—are available at specific branches and are available to La Habra. Additionally, the Interlibrary Loan Service provides access to books, journal articles, microfilm, and other materials that are not available from the OCPL system. Services offered by La Habra Public Library include computer services; eBooks, which are available on four of the computers; cultural events; and book discussion groups.

Existing Resources and Funding

The OCPL does not have a performance standard for determining how many volumes or how much library space is needed per capita. Each of the member cities within the OCPL system has different needs, spaces, and material. Additionally, some buildings are owned by the city in which they are located and others are owned by the county. Using a countywide performance standard is not an accurate assessment of a single library's needs (Fried 2013). To give a current average, the La Habra branch has approximately 1.7 volumes per capita, based on its existing population of 61,202 and the current number of 101,900 volumes. The

county-wide average, for cities that have public libraries operated by the OCPL system, is 1.3 volumes per capita and 0.2 square feet of space per capita (Fried 2013).

The OCPL is a special district library and is funded by a number of revenue sources, including property taxes, California Public Library Fund, revenue from fines and fees, donations, and grants. The City provides no direct general funds to library operations.

5.11.4.2 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

LS-1 Result in a substantial adverse physical impact associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library services.

5.11.4.3 ENVIRONMENTAL IMPACTS

Impact 5.11-4: The General Plan Update would generate additional population, increasing the service needs for the La Habra branch of the Orange County Public Library System. [Threshold LS-1]

Impact Analysis: The proposed General Plan Update would allow for an increase of up to 5,299 dwelling units, which would increase resident population by 13,629 (see Table 3-3, in Chapter 3, Project Description). At buildout of the proposed General Plan Update, the City's population would be approximately 74,831. Using the current number of volumes, this would be 1.4 volumes per capita. This is less than the City's current average (1.7 volumes per capita) but greater than the county-wide average (1.3 volumes per capita). Based on conversations with the County librarian, OC Public Libraries does not have a standard measurement for service because each city has different needs. The need for new services is determined on a city-specific basis. As with the existing library, new and/or expanded services in the City would receive operational funding from the OCPL. The cost of expanding the facility or building a new one would be negotiated between the OCPL and the City.

Localized environmental impacts would result from the construction of new facilities. However, since the location and size of future facilities is unknown, it would be speculative to analyze the site-specific environmental impacts of those facilities as part of this first-tier program EIR. The physical impacts associated with construction noise, emissions and traffic associated with the operation of a new facility are considered as part of the overall project addressed in this EIR. Impacts are considered to be the same as potential development and redevelopment of nonresidential uses analyzed and accounted for in other sections of this EIR (Sections 5.1 through 5.14). Any applicable mitigation measures identified in those sections will address potential significant impacts associated with construction and operation of public

services facilities. In particular, see Sections 5.2, *Air Quality*; 5.5, *Greenhouse Gas Emissions*; 5.9, *Noise*; and 5.13, *Transportation/Traffic*.

Furthermore, policies and implementation programs in the proposed General Plan Update encourage the support of the OCPL system in regard to library services provided in La Habra. Overall, impacts to library services resulting from buildout of the General Plan Update would be less than significant

5.11.4.4 RELEVANT GENERAL PLAN POLICIES

Community Services

Libraries

L 1.1 **Library Services, Facilities, and Programs.** Support OCPL in the provision of library services, facilities, and programs that meet the needs of all residents.

L 1.2 **Library Access.** Coordinate with OCPL to ensure that library facilities are conveniently accessible to pedestrians, bicyclists, public transit, and other modes of transportation.

L 1.3 **Multi-Functional Use.** Support the use of libraries as multi-functional facilities, acting as gathering places, cultural centers, and venues for community events and programs.

L 1.4 **Joint Use.** Support the joint use of libraries adjacent to schools, parks, and community centers.

L 1.5 **Technology.** Support the use of computers, the Internet, and other evolving technologies to digitally access library resources, multi-media, and other information.

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

5.11.4.5 EXISTING REGULATIONS

- Education Code, Title 1, Division 1, Part 11, Chapter 1.5, Articles 1- 4, Sections 18010-18032, California Public Library Fund

5.11.4.6 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements and standard conditions of approval, the following impact would be less than significant: 5.11-4.

5.11.4.7 MITIGATION MEASURES

The proposed project would have a less than significant impact on library services and no mitigation measures are required.

5.11.4.8 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The proposed project would have a less than significant impact on library services and no mitigation measures are required.

5.11.4.9 REFERENCES

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5.12 RECREATION

This section of the EIR analyzes the proposed project's environmental impacts related to public parks and recreational facilities. The analysis in this section is based in part on the following technical report:

- Section 4.1, *Parks, Trails, and Recreational Programs*, in City of La Habra General Plan Update Technical Background Report, Atkins, May 2012.

A complete copy of this study is included as Appendix C to this EIR.

5.12.1 Environmental Setting

5.12.1.1 REGULATORY SETTING

State Regulations

Quimby Act

The Quimby Act was established by the California Legislature in 1965 to provide parks for the growing communities in California. The act authorizes cities to adopt ordinances addressing parkland and/or fees for residential subdivisions for the purpose of providing and preserving open space and recreational facilities and improvements and requires the provision of 3 acres of park area per 1,000 persons residing within a subdivision, unless the amount of existing neighborhood and community park area exceeds that limit, in which case the city may adopt a higher standard not to exceed 5 acres per 1,000 residents. The Quimby Act also specifies acceptable uses and expenditures of such funds.

California Public Park Preservation Act

The primary instrument for protecting and preserving parkland is California's Public Park Preservation Act of 1971. Under the Public Resource Code, cities and counties may not acquire any real property that is in use as a public park for any nonpark use unless compensation, land, or both, are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

California Street and Highway Code

California's Street and Highway Code assists in providing equestrian and hiking trails within state, county, and city rights-of-way. This would apply to the local roadway system.

Local Regulations

La Habra Municipal Code Title 15 (Buildings and Construction)

La Habra Municipal Code Chapter 15.48 (Residential Building Fees) provides the mechanism in accordance with California Government Code Section 66477 for the payment of fees or dedication of land, or combination thereof, for developing or rehabilitating existing Neighborhood or Community Parks or

recreational facilities to serve the subdivision. The fees collected under this ordinance are solely for the purpose of producing revenue for the acquisition, development, and maintenance of public parks.

At the time of filing a tentative map application for all subdivisions with residential land uses, project applicants may indicate whether they desire to dedicate property for park and recreational purposes onsite or whether they desire to pay a fee in lieu thereof. If they desire to dedicate land, they must designate the area on a tentative map. Prior to approval of the tentative map, the La Habra Community Services Commission and Planning Commission reviews and recommends to City staff whether to require a dedication of land within the subdivision, payment of a fee in-lieu thereof, or a combination of both.

La Habra General Plan 2020 Natural Environment Element

Although not regulatory, the La Habra General Plan 2020 Natural Environment Element provides guidelines on the conservation of the natural environment and enhancement of the City's recreational resources. The goal for natural resources in the City is to: "Protect and encourage the conservation of natural resources within the City including both natural and man-made open space for the welfare and enhancement of the quality of life through recreational opportunities for all residents."

The policies and programs that support parks and recreation are:

- Maintain, enhance, and acquire when feasible, open space resources at a ratio of 2.5 acres per 1,000 residents for active and passive recreational purposes to allow residents opportunities to enjoy physical and mental health.
    - Provide adequate budgetary consideration to maintain existing parks at levels which provide various recreational benefits to the City's residents.
    - Continue to implement park fees or dedication of land for acquisition and development which accurately reflect the burden of the new development on the City's recreational facilities and programs.
    - Continue cooperation efforts with the school districts to enter joint use agreements of school playgrounds and field facilities.
- Strive towards the development of a linear park/green belt buffer system, which may include trails along the channels and railroad corridors throughout the City.
    - Cooperate with the railroad companies, the Orange County Flood Control District (OCFCD), and adjacent jurisdictions in developing a regional trail system.
    - Cooperate with the railroad companies to develop a plan whereby the right-of-ways may be landscaped or developed for trails upon abandonment of the rail service or in conjunction with the existing rail or similar transportation usage.
    - Where possible, require dedication of natural landforms and habitats into public ownership as part of a trail system and/or retention of these areas as common or recreational areas.

5.12.1.2 EXISTING SETTING

The City of La Habra has a wide range of park and recreational facilities. The La Habra Recreation Division offers a variety of services that include recreation classes, excursions for adults and youth, special events, summer day camp and summer aquatic program, two youth sports leagues, and facility rentals. The Recreation Division also manages the use of City parks, as well as coordinating the joint use of City and school athletic fields with the various school districts in the City, and working closely with local nonprofit organizations such as Little League and the American Youth Soccer Organization.

Parks

The City of La Habra has 24 parks, encompassing approximately 135.6 acres. These parks are divided into three categories based on usage: Mini Parks, Neighborhood Parks, and Community Parks. La Habra's five mini parks are defined as special use facilities. These parks are designed to provide passive open space with emphasis on aesthetics rather than formal recreational facilities. The City has 14 neighborhood parks within walking distance of residential homes. These parks are primarily planned for use by younger children and family groups. La Habra's five community parks serve several residential neighborhoods in proximity and have a wide range of indoor and outdoor recreation opportunities (Atkins 2012). Park locations in La Habra are shown on Figure 5.12-1, *Existing Parks*, and described below.

Mini Parks

- **Constitution Plaza Park** (1.0 acre) is an urban open space to commemorate the City's history, with three large flagpoles and park benches.
- **Town Center Park** (0.2 acre) serves as an open lawn area.
- **Leslie Park** (0.5 acre) is a natural open area with trees and lawn.
- **Mahoney Park** (0.1 acre) is a small landscaped-only area with a nearby historical plaque marking the location where former President Richard Nixon opened his first law office in La Habra.
- **Richard's Park** (0.3 acre) is an open space area with water-conserving landscaping features.

Neighborhood Parks

- **Guadalupe Park** (5.0 acres) is a linear nature park and greenbelt area with a bike trail, two playgrounds, The Gary Center, Community Resource Center, and a boxing club at Guadalupe Hall within the park.
- **Las Lomas Park** (2.2 acres) is adjacent to Las Lomas Elementary School and provides picnic facilities, a restroom, a playground, and an oval dirt walking path for the nearby residential neighborhood.

- **Loma Norte Park** (4.9 acres) is immediately west of Ladera Palma Elementary School and Esteli Park to the east and includes playground facilities, picnic areas, restroom, drinking fountains, barbecues, and concrete walkways.

- **Loma Verde Park** (1.7 acres) is a triangular-shaped park that includes a basketball court, a multipurpose play field, and picnic tables.

- **Montwood Park** (0.6 acre) includes two playground facilities and picnic areas.

- **Portola Park** (10.1 acres) provides many facilities, including the Children's Museum of La Habra, two City-operated day care centers, enclosed playground facilities, a community theater, the La Habra Tennis Center, and three ball fields.

- **Oeste Park** (4.6 acres) is adjacent to Olita Elementary School and access is readily available for public use.

- **Old Reservoir Park** (1.1 acres) is near Arbolita Elementary School and includes picnic facilities and park benches.

- **Osornio Park** (5.4 acres) has basketball courts and a turf area that is being used by local soccer groups.

- **San Miguel De Allende Park** (3.0 acres) provides picnic facilities and a playground for the surrounding neighborhood residents and also contains the Cleata Harder Developmental School.

- **Terraza Park** (2.4 acres) was developed in 1976 and includes picnic facilities, an open grass area, and a playground.

- **Corona Park** (0.1 acre) includes a picnic area and playground equipment.

- **Descanso Park** (0.9 acre) includes a playground area and paved walking paths.

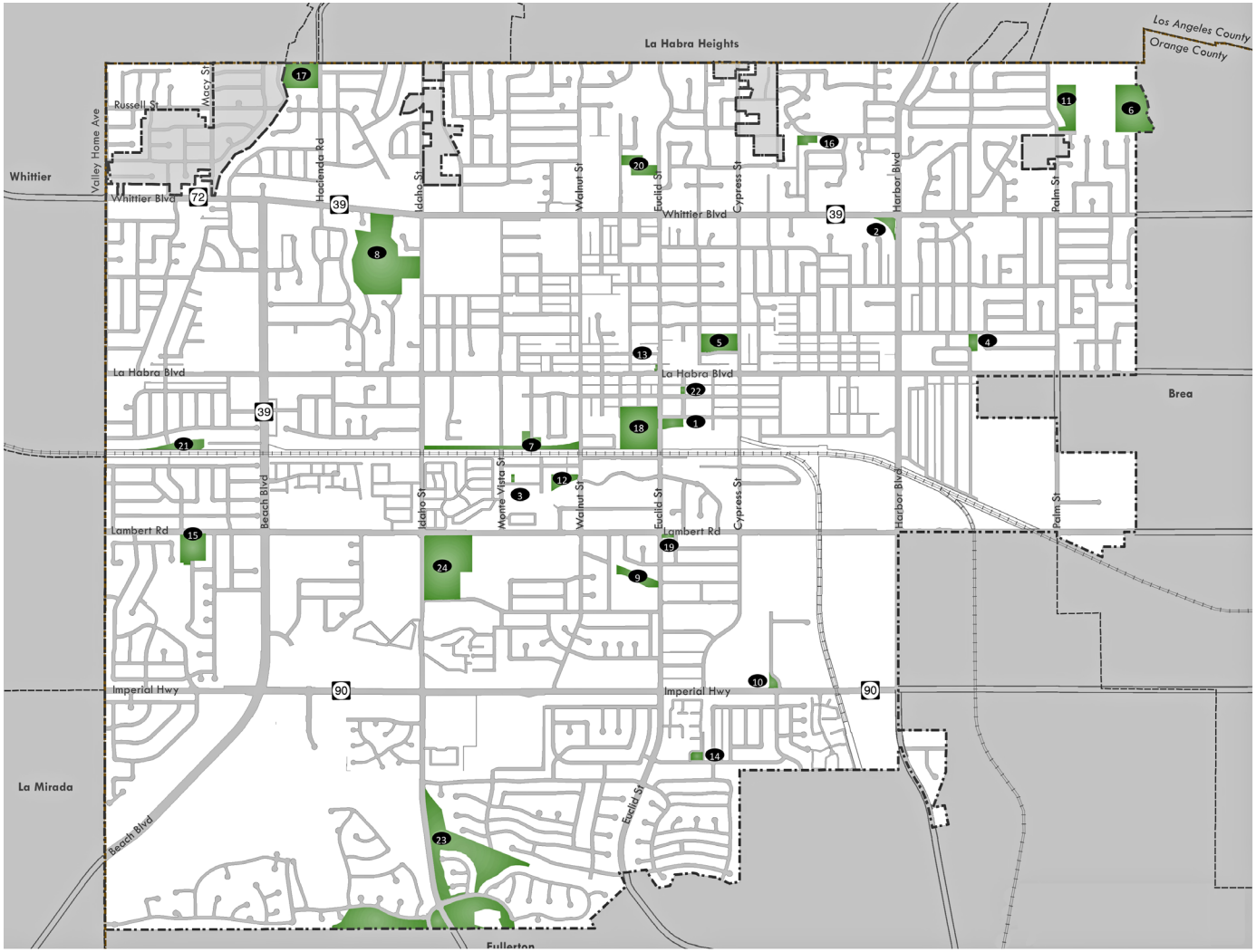
- **Brio Park** (1.2 acres) includes playground equipment, picnic facilities, restroom, performing arts area, and open grass area.

Community Parks

- **El Centro-Lions Park** (4.0 acres) is the oldest park in the City; includes two playgrounds, restrooms, two basketball courts, a large patio area with shade structures, sinks, and barbecues; and serves as a focal point of the community with the annual Corn Festival.

- **Esteli Park** (9.8 acres) was dedicated in 1976 to commemorate the sister city of La Habra, City of Esteli. It is adjacent to Ladera Palma Elementary School and includes a football field and two baseball diamonds with bleachers and a concession building.

Existing Parks



Legend

- Railroad
- La Habra City Limits
- County Boundary
- Park

1. Brio Park
2. Constitution Plaza Park
3. Corona Park
4. Descanso Park
5. El Centro - Lions Park
6. Esteli Park
7. Guadalupe Park
8. La Bonita Park
9. Las Lomas Park
10. Leslie Park
11. Loma Norte Park
12. Loma Verde Park
13. Mahoney Park
14. Montwood Park
15. Oeste Park
16. Old Reservoir Park
17. Osornio Park
18. Portola Park
19. Richard's Park
20. San Miguel De Allende Park
21. Terraza Park
22. Town Center Park
23. Vista Del Valle Park
24. Vista Grande Park

0 0.5
Scale (Miles)

Source: City of La Habra

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- **La Bonita Park** (22.6 acres) is the City's second largest park and includes picnic facilities, playgrounds, restrooms, softball fields, a skate park, a Girls Scout Pavilion, the Boys and Girls Club, and four lighted baseball diamonds, basketball court, and batting cage.

- **Vista Grande Park** (17.5 acres) includes dirt walking paths and is primarily an open space wilderness area and bird sanctuary, but also includes a Boy Scout Hut and a Head Start School.

- **Vista Del Valle Park** (36.4 acres) is the City's newest and largest park—developed in 1995—providing restrooms, picnic facilities, playgrounds, and a gazebo. This park includes decomposed granite hiking trails and other walking paths that have informational signage about the plants and trees located within the park.

Recreational Facilities

As described in Table 5.12-1, the City's parks contain a variety of community recreational facilities with areas available for organized sports (baseball/softball diamonds), day care, basketball courts, soccer fields, football field, and tennis courts. The City also offers places for informal recreational activities, including barbecues, walking and biking paths, picnic areas, and playgrounds.

Table 5.12-1 Recreational Facilities

Name	Location	Facilities/Activities
Children's Museum	301 S. Euclid Street	The Children's Museum is in the historic 1923 Train Depot at Portola Park and includes galleries and different hands-on exhibits. In addition to these exhibits, the museum features an outdoor dinosaur topiary and a historic 1942 caboose and other railroad cars.
La Habra Community Center	101 W La Habra Boulevard	A variety of recreation programs and services are offered at the community center, and the facility includes meeting rooms and a grand ballroom.
Boys Scout Hut	1110 W Lambert Street	Located at Vista Grande Park, this facility is used and operated by the Boy Scouts of America and is available to the public to rent for events.
Girls Scout Pavilion	500 Granada Court	Located within La Bonita Park, this facility is used and operated by the Girls Scouts of America and is available to the public to rent for events.
Boys and Girls Club	1211 Fahringer Way	Located within La Bonita Park, the Boys and Girls club is focused primarily toward teen-aged activities and includes a gym, classrooms, and programs. The programs include cultural enrichment classes, health and physical education programs, professional development and educational classes, social recreation, and citizenship and leadership programs.
Veteran's Hall	209 Orange Street	Built in the 1920s, this facility accommodates 150 people.
Women's Club House	200 W Greenwood Avenue	The Women's Club House facility includes a meeting room with a stage and a kitchen. This facility is rented out to a variety of users.

Source: City of La Habra, Recreation Division, 2010.

Walking Trails and Bicycle Paths

The City's parks include natural and paved walking trails and bicycle paths. The 0.9-acre Descanso Park includes a paved walking path, the 2.2-acre Las Lomas Park includes an oval dirt walking path, the 4.9-acre Loma Norte Park includes concrete walkways, the 4.6-acre Oeste Park includes a gravel walkway, the 10.1-

acre Portola Park includes concrete and asphalt walking paths, the 17.5-acre Vista Grande Park includes dirt trails, the 22.6-acre La Bonita Park includes landscaped trails and paved bicycle paths, and the 36.4-acre Vista Del Valle Park includes hiking trails and walking paths. Paved bicycle paths are also included within the 5.0-acre Guadalupe Park.

Golf Course

The eighteen-hole Westridge Golf Club is a public golf course located in the southern hillsides of La Habra on approximately 153 acres and includes landscaped grounds, a clubhouse, restaurant, outdoor patio, driving range, and lake and waterfall at the eighteenth hole. This facility is considered the major recreational facility in the City. Panoramic views of the golf course, Puente Hills, and the San Gabriel Mountains can be seen looking north from the Westridge Golf Club. The facility is privately owned but restrictions have been placed by the City to assure it remains recreational open space.

School Facilities and Joint Use Agreement

Another source of recreational open space within the City of La Habra is the playgrounds and ball fields located at public schools. Schools are accessible to residential neighborhoods and are generally improved with recreational facilities for school-age children. Although schools are not under the control of the City and school sites do not fit the official criteria of parks, schools nevertheless provide play fields and playground equipment that neighborhood residents utilize during off-school hours. Further, the City participates in the conservation of recreational areas through a joint use agreement between the City of La Habra and the La Habra City School District:

- **Arbolita Elementary School (West) Field:** used primarily for practice field during the year and regulation field for spring soccer
- **Walnut Elementary School (North) Field:** Pop Warner Football practice, girls softball practice, and potential soccer practice
- **Las Positas Elementary School (West and Northeast) Fields:** practice and regulation play for youth/adult soccer and girls softball
- **Sierra Vista Elementary School (Southwest) Field:** practice field use only for Little League and youth soccer.
- **Las Lomas Elementary School (North) Field:** practice field for soccer
- **Ladera Palma Elementary School (North) Field:** practice and regulation play for Pop Warner Football, Little League, and some soccer
- **Imperial Middle School (North) Field:** practice and regulation play for youth soccer—or adult when available—and girls softball

- **Washington Middle School (South) Field:** practice field use only for soccer, baseball, and girls/adult softball

The total collective acreage of all existing public schools in La Habra is approximately 205 acres. As a rule of thumb, the average land area of City school sites devoted to open playground and athletic field areas is 52 percent. Thus, roughly 107 acres of existing public school sites in the City can be considered available public open space and recreational facilities for residents of La Habra.

Parkland Standard

As stated in the 2020 General Plan, the City of La Habra's minimum standard goal for providing local recreational facilities is 2.5 acres per 1,000 people. These recreational areas exclude school sites and private open space (Atkins 2012). Currently, the City provides approximately 135.6 acres of existing parks. As a result, the park to population ratio—based on the City's estimated 2013 population of 61,202 (DOF 2013)—is 2.22 acres of park per 1,000 La Habra residents. However, La Habra's residents utilize adjacent neighborhood public schools for recreation during off-school hours. When taking into account the several schools in the La Habra City School District that are under a joint use agreement with the City, the ratio of recreation facilities available to La Habra residents is increased to 4.0 acres per 1,000 residents. This exceeds the City's minimum goals for providing recreational facilities.

Recreation Programs

The City's Community Services Department, Recreation Division, offers a variety of recreation programs, activities, and classes to local residents that include recreation classes, excursions for adults and youth, special events, summer day camp and summer aquatic program, two youth sports leagues, and facility rentals. *Life in La Habra* is a quarterly publication of the City and the La Habra Area Chamber of Commerce that contains the schedule of all classes, tours, trips, and activities offered through the Community Services Department, as well as news information related to La Habra events, activities, and businesses. The following programs, events, and classes are offered in La Habra.

- **Youth and Adult Classes**. These classes include a variety of dance, physical fitness and personal enrichment activities, are self-supported through user fees, and are offered to meet the needs and interests of La Habra residents.

- **Adult Excursions**. Adult excursions include day and overnight trips. The Recreation Division also partners with travel providers to offer extended trips to such destinations as Washington DC, Chicago, and New England.

- **Special Events**. Special events include Spring Family Eggstravaganza, Annual La Habra 5K/10K Run, summer Concerts in the Park series, 4th of July, and Veterans Day.

- **Low Cost Summer Day Camp**. Day camp is offered for ten weeks each summer and provides the opportunity for full-week or single-day enrollment. There are usually two excursions each week, and the cost of the excursion is included in the weekly fee for those who attend for the full week.

- **Summer Aquatic Program**. Swim lessons for youth are offered from beginning to advanced levels at the La Habra High School pool from mid-June through August. The Community Service Department also provides recreational swim time. Due to limited access of the La Habra High School Pool, the aquatic program is limited to the summer months.

- **Youth Sports Leagues and Excursions**. Youth sports leagues include summer youth basketball and winter youth volleyball; youth excursions are offered in the summer and include trips to local attractions and beaches.

- **Park and Field Use**. Use of City parks and school athletic fields by individuals and by local nonprofit organizations such as Little League, AYSO, and Pop Warner are coordinated by the Community Services Department.

- **Facility Rentals**. Facility rentals for banquets and meetings are available at four separate facilities.

In addition, the La Habra Social Services Division provides a number of senior and social service programs. Referrals, assistance, and services are available for senior citizens and those in need. Programming includes:

- Information and Referrals
- Telecare Senior Outreach
- La Habra Volunteer Program (LHVP)
- La Habra Shuttle Transportation
- CSS Senior Lunch Program and Meals on Wheels
- Preventive Health Care for Adults 50 & Over
- Health Fair & Flu Shots
- Legal Aid
- Older Adult exercise classes, which include Balance & Mobility, Physical Fitness, and Yoga
- Shelter and Food Referrals
- Graffiti Removal Program

Facility Improvements and Funding

Current Improvements

The City of La Habra has ongoing park facility improvements and is considering new recreational facilities. The 7-year City of La Habra Capital Improvement Program (CIP) includes federal funding (42nd Congressional District) for a proposed bike trail along the Union Pacific Railroad right-of-way from the west City limits to the east City limits. At present, the $10 million in federal monies is unfunded.

The City also received a $472,560 grant from the State of California Department of Parks and Recreation for the Coyote Creek Bikeway La Habra segment (approximately 0.6-mile trail from Imperial Highway to the City limits with neighboring Los Angeles County). This bikeway project has been completed.

Park Financing and Fees

The City's park operations are financed primarily through property tax revenues. Chapter 15.48 (Residential Building Fees) of the La Habra Municipal Code, which provides the mechanism for the payment of fees or dedication of land, or combination thereof, for developing or rehabilitating existing neighborhood or community park or recreational facilities to serve the subdivision is another source of funding. The fees collected are solely for the purpose of producing revenue for the acquisition, development, and maintenance of public parks. Through the City's CIP, park improvements are funded with City general fund monies and grants.

5.12.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

R-1 Would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

R-2 Includes recreational facilities or requires the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

5.12.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.12-1: The proposed project would generate additional residents which would increase the use of existing park and recreational facilities. [Threshold R-1]

Impact Analysis: The City of La Habra uses a parkland standard of 2.5 acres per 1,000 residents. As of 2013, the City has 135.6 acres of improved parks. Based on the California Department of Finance (DOF) 2013 population estimate of 61,202, the City currently strives to provide approximately 153.0 acres of improved parkland (DOF 2013). The City currently provides approximately 2.2 acres of improved parks per 1,000 residents, which is only slightly below the City's parkland standard of 2.5 acres per 1,000 residents.

Although there is an existing deficiency of improved parkland, the City hosts a multitude of additional recreational opportunities that meet the needs of the City's existing population. As stated previously, additional recreation amenities include the 153-acre Westridge Golf Club, nonpark recreational facilities privately owned but restricted by the City as recreational open space listed in Table 5.12-1, and approximately 107 acres of public school sites that offer recreational amenities through joint use agreements between the school district and City. When these resources are considered, the ratio increases to approximately 4.0 acres per 1,000 residents.

Buildout of the proposed General Plan would generate additional residents in the City. Future growth in the City in accordance with buildout of the proposed General Plan would increase the demand for parks and increase existing park usage. The extent to which the City of La Habra can plan and implement parks and other recreational facilities is related to the availability of funding. The Quimby Act is a funding mechanism for parkland acquisition. Under this act and pursuant to the City's municipal code, residential subdivisions must dedicate parkland or pay fees to enable the City to acquire parkland to meet resident needs (Municipal Code Section 15.48). Using the City's adopted ratio of 2.5 acres of parkland per 1,000 residents the proposed General Plan's estimated buildout population of 74,831 would require approximately 187.1 acres of parkland.

Because the City has 135.6 acres of improved parks and recreation amenities, 51.5 additional acres would be needed to serve the population at buildout. Overall, there are 303 acres designated for parks and opens space in the proposed Land Use Plan. A majority of this acreage is already used for parks, recreational facilities (i.e., the Westridge Golf Club), and flood channels. However, in-lieu fees generated by new residential development would fund new park space and recreational facilities. The availability of these new facilities would prevent accelerated physical deterioration of existing facilities. As stated above, there are also a number of other recreational amenities to serve proposed residents.

Policies in the General Plan Update address the need for parks and recreation. In addition to the parkland standard stated in Policy OS 2.1, the Community Services Chapter contains policies that support regular review of the parkland standard, the City's prioritization of parkland needs, the Capital Improvement Plan, and the array of recreational services provided to residents. This periodic review is designed to ensure that the provision of parks keeps pace with demographic trends and the recreational needs of La Habra's residents. Individual policies in the Community Services Chapter would promote the creation of small parks in underserved, higher-density areas of the City (Policy OS 2.6), ensure that local parks promote healthy lifestyles (Policy OS 2.14), and guarantee that park space remains accessible to people with disabilities (OS 2.15). Special topics relating to the provision of recreation opportunities, including trail connectivity, joint-use agreements, future reuse of railroad right-of-ways, and financing of facilities, are also addressed in the chapter. Additional policies that address scenic open space areas are found in the Conservation/Natural Resources Chapter.

Existing parkland, the generation of parkland in-lieu fees from residential development, and General Plan policies aimed at fulfilling local needs for recreational opportunities would together ensure that future residents of La Habra have adequate access to parks and recreational facilities under the proposed project. Therefore, buildout of the General Plan Update would not cause substantial physical deterioration of existing facilities. Impacts relating to the adequacy of parkland in relation to population growth would be less than significant.

Impact 5.12-2: Project implementation could result in environmental impacts due to the construction of new and/or expanded recreational facilities. [Threshold R-2]

Impact Analysis: The General Plan Update guides growth and development within the City and is not a development project. Although the proposed Land Use Plan designates 303 acres for parks and open space, a

majority of this acreage is already used for parks, recreational facilities, or flood channels, and no new recreational facilities are explicitly proposed as part of the General Plan Update.

However, the City may require development of new recreational facilities per Municipal Code Chapter 15.48. New and/or expanded facilities may be constructed to satisfy the park dedication requirement. Development and operation of new recreational facilities may have an adverse physical effect on the environment, including impacts relating to air quality, biological resources, lighting, noise, and traffic. Environmental impacts associated with construction of new and/or expansion of recreational facilities in accordance with the proposed Land Use Plan are addressed separately (see the topical sections for air quality, greenhouse gas emissions, and noise in Chapter 5, *Environmental Impacts*). However, it is speculative to determine the location of proposed park facilities in the City and impacts arising from development of individual park projects. Goals, policies, and actions in the General Plan, along with existing federal, state, and local regulations, would mitigate potential adverse impacts to the environment that may result from the expansion of parks, recreational facilities, and trails pursuant to buildout of the proposed Land Use Plan. Consequently, the General Plan Update would not result in significant impacts relating to new or expanded recreational facilities.

5.12.4 Relevant General Plan Policies

Community Services

Open Space, Parks, Trails, and Recreation

OS 2.1 **Parkland Standard.** Provide, maintain, and support open space resources including parks, recreational facilities, and open space at a ratio of 2.5 acres per 1,000 residents for active and passive recreational purposes to allow residents opportunities to enjoy physical and mental health.

OS 2.2 **Incentives for Additional Parklands.** Encourage developers to provide land dedications for parks and improvements exceeding minimum City requirements in exchange for incentives established by the City.

OS 2.3 **Parkland Standard Review.** Review the parkland standard (Policy OS 2.1) periodically to ensure it is financially feasible and aligned and acceptable in meeting the recreational needs of La Habra's residents.

OS 2.4 **Park Types.** Maintain a diverse and accessible system of parks and recreation facilities throughout La Habra, which include mini parks designed to provide passive open space, neighborhood parks generally planned for younger children and family groups, and community parks offering a wide range of indoor and outdoor recreation opportunities.

OS 2.5 **New Parks and Recreational Facilities.** Prioritize the development of new parks and recreational facilities with community needs including consideration of a community park.

OS 2.6 **Infill Areas.** Promote the development of small parks that provide active and passive recreational opportunities for local residents in the downtown core and other areas of La Habra targeted for moderate and higher density residential and mixed-use development.

OS 2.7 **Streetscape Parks.** Promote the integration of small plazas, pocket parks, and civic spaces in public streetscapes developed in the downtown core and other active pedestrian areas that support recreation, events, and public gatherings.

OS 2.8 **Privately Owned Open Space Areas.** Enforce compliance with conditions placed on development projects where open space has been set aside for use as a recreational amenity for La Habra's residents and visitors.

OS 2.9 **Funding.** Provide adequate budgetary consideration with property tax revenues and the City's Capital Improvement Program (CIP) to maintain existing parks at a level providing various recreational benefits to the City's residents.

OS 2.10 **Quimby Act Park Fees and/or In Lieu Dedication.** Continue to enforce local ordinances that require subdivision developments with residential land uses including large high-density residential and mixed-use projects to contribute fees or dedicate land, or combination thereof, for development or rehabilitation of parklands or recreational facilities accurately reflecting the burden of the new development on the City's recreational facilities and programs.

OS 2.11 **School Facilities and Joint Use Agreements.** Continue to cooperate with local school districts through joint use agreements for community use of school playgrounds and field facilities.

OS 2.12 **Compatibility.** Ensure that parks, recreation, and community centers are located and designed for compatibility with adjacent uses addressing such issues as noise, lighting, and parking.

OS 2.13 **Sustainable Parks.** Require that new parks are designed and existing parks are retrofitted over time to incorporate sustainable development and landscape practices that reduce water and energy consumption.

OS 2.14 **Healthy Parks.** Require that new parks are designed and existing parks retrofitted over time to incorporate elements that enhance opportunities for residents to engage in vigorous recreational activities and improve their health.

OS 2.15 **Accessible Facilities.** When renovating and creating new recreational facilities, ensure accessibility standards are met as specified in state and federal laws such as the American with Disabilities Act (ADA).

OS 2.16 **Park Maintenance.** Conduct regular park maintenance and facility inspections including buildings, playground equipment, bleachers, monuments, and recreational fields and maintain La Habra's street parkways, medians, and City-owned gardens.

OS 2.17 **Private Commercial Recreational Facilities.** Encourage the development of private commercial recreational facilities, health clubs, and similar uses to help meet the needs and improve the health of La Habra's residents, workforce, and visitors.

Recreation Programs

OS 3.1 **Recreational Programs and Services.** Continue to provide a wide range of recreational programs and services for La Habra residents of all ages and abilities including passive, active, individual, team, and other organized opportunities.

OS 3.2 **Youth, Adults, and Seniors.** Continue to provide community services and programs that meet the social, recreational, and health needs of individuals and groups including youth, adults, and seniors.

OS 3.3 **Review Recreation Program and Services.** Review and update recreation programs and services to ensure alignment with community needs and the overall improved health of La Habra's residents.

OS 3.4 **Collaboration with Non-City Recreation Providers.** Work with and coordinate the use of public facilities with private and quasi-public associations, sport leagues, school districts, and other organizations providing recreational activities for La Habra's residents.

OS 3.5 **Community Special Events.** Support and encourage communitywide special events that incorporate and promote the City's history, family activities, cultural events, and educational opportunities.

Trails

OS 4.1 **Connections.** Connect recreational facilities, residential neighborhoods, and key commercial and activity centers, to the extent feasible, with walking paths, trails, and bikeways.

OS 4.2 **Linear Park/Greenbelt.** Strive towards the development of a linear park/greenbelt system that may include trails along the open space flood control channels and railroad corridors and is linked with adjoining neighborhood and parks throughout the City.

OS 4.3 **Regional Trail System.** Cooperate with the railroad company, Orange County Public Works, and the 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.

Conservation/Natural Resources

Biological Resources/Habitat

BR 1.7 **Urban Forest Management.** Manage and care for publicly-owned trees located in parks, parkways, and medians.

Scenic and Mineral Resources

SM 1.1 **Protect Scenic Views.** Protect the viewsheds of the La Habra Basin, West Coyote Hills, Puente Hills, and the San Gabriel Mountains from public parks, major transportation corridors, and public open spaces.

SM 1.2 **Natural Topography.** Preserve the scenic quality of La Habra's natural topography, hillsides, open space, and natural riverine areas.

SM 1.4 **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.

5.12.5 Existing Regulations

- Quimby Act of 1975 (California Government Code Section 66477)
- La Habra Municipal Code Chapter 15.48

5.12.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.12-1 and 5.12-2.

5.12.7 Mitigation Measures

All impacts are less than significant and no mitigation measures are required.

5.12.8 Level of Significance After Mitigation

No mitigation measures are identified and impacts remain less than significant.

5.12.9 References

California Department of Finance (DOF). 2013. Table E-5: Population and Housing Estimates for Cities, Counties, and the State, January 2011–2013, with 2010 Benchmark. http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php.

Atkins. 2012. City of La Habra General Plan Update Technical Background Report.

5.13 TRANSPORTATION AND TRAFFIC

This section of the Environmental Impact Report (EIR) evaluates the potential for implementation of the General Plan Update and its traffic impacts to the transportation system in the City of La Habra and its sphere of influence (SOI). The analysis in this section is based in part on the results provided in the Mobility/Circulation Chapter of the General Plan Update, which are based on technical analysis provided by KOA, and on the City of La Habra General Plan Update Technical Background Report prepared by Atkins in May 2012. Complete copies of these technical calculations are included in the Technical Appendices to this EIR (Appendices G and C, respectively).

5.13.1 Environmental Setting

This section presents the existing transportation conditions in the City, including the roadway network, bicycle and pedestrian network, public transit network, parking conditions, and current intersection and roadway segment operations. This section also discusses the methodology used to evaluate impacts.

5.13.1.1 EXISTING TRAFFIC CONDITIONS

Roadway Network

The City roadway network is composed of seven major classes of streets, as shown on Figure 5.13-1, *General Plan Functional Roadway Classification Map,* along with local streets and alleys. The following are the roadway classifications:

- Augmented Arterial Highway (Smart Street)
- Major Arterial Highway
- 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 in the Mobility/Circulation Chapter.

Table 5.13-1, *Functional Classification of Arterial Street Segments*, provides a summary of geometries, number of lanes, and function per road type. Table 5.13-2, *Description of Roadways*, provides general descriptions of the major streets in the City.

Table 5.13-1 Functional Classification of Arterial Street Segments

Facility Type	Designated Curb-to-Curb Width	Designated Right-of-Way Width	Designated Number of Through Lanes	Function
Augmented Arterial Highway (Smart Street)	128 feet for 8 lanes 104 feet for 6 lanes[a]	144 feet for 8 lanes 120 feet for 6 lanes[a]	Six to Eight	Arterial with enhanced carrying capacity intended primarily for nonlocal through traffic.
Major Arterial Highway	104 feet	120 feet	Six Divided	Carries both local traffic and nonlocal commuter traffic. Direct access to abutting land uses is discouraged.
Modified Major Arterial	84 feet	100 feet	Six Divided	Similar to Major Arterial, but with reduced right-of-way and no curb parking.
Primary Arterial Highway	84 feet	100 feet	Four Divided	Similar to Major Arterial, but are designated where level of traffic is not enough to warrant a Major Arterial.
Modified Primary Arterial	64 feet	80 feet	Four Divided	Similar to Primary Arterial, but with reduced right-of-way and no curb parking.
Secondary Arterial Highway	64 feet	80 feet	Four Undivided	Collects and routes traffic from the local street system to the arterial system. Some also serve as through routes. All provide more direct access than a Major or Primary.
Commuter Arterial	40 feet	60 feet	Two Undivided	Collects and routes traffic to the arterial system, with limited nonlocal through traffic.

Source: Atkins May 2012.
a. Augmented Arterial Highway width varies. Width given is for 8-Lane Principal Arterial from the *Orange County Highway Design Manual*, Orange County Resources and Development Management Department, June 2005.

Table 5.13-2 Description of Roadways

Roadway	Segment	2020 General Plan Functional Roadway Classification	# of Designated Lanes	# of Existing Lanes
Beach Blvd	Whittier Blvd to Imperial Hwy	Major Arterial Hwy	6	6
	Imperial Hwy to South City Limits	Smart Street	8	6
Cypress St	North City Limits to Imperial Hwy	Commuter Arterial	2	2
Euclid St	North City Limits to Whittier Blvd	Commuter Arterial	2	2
	Whittier Blvd to Erna Ave	Secondary Arterial Hwy	4	2
	Erna Ave to Imperial Hwy	Secondary Arterial Hwy	4	4
	Imperial Hwy to South City Limits	Modified Major Arterial	6	4
Hacienda Rd	North City Limits to Whittier Blvd	Secondary Arterial Hwy	4	4
Harbor Blvd	North City Limits to La Habra Blvd	Primary Arterial Hwy	4	4
	La Habra Blvd to Lambert Rd	Primary Arterial Hwy	4	6
	Lambert Rd to Imperial Hwy	Modified Major Arterial	6	6
	Imperial Hwy to South City Limits	Modified Major Arterial	6	4
Idaho St	Whittier Blvd to La Habra Blvd	Secondary Arterial Hwy	4	2
	La Habra Blvd to South City Limits	Secondary Arterial Hwy	4	4
Imperial Hwy	West City Limits to Beach Blvd	Primary Arterial Hwy	4	5
	Beach Blvd to East City Limits	Smart Street	6	6
La Habra Blvd	West City Limits to Harbor Blvd	Secondary Arterial Hwy	4	4
	Harbor Blvd to East City Limits	Modified Primary Arterial	4	4
Lambert Rd	West City Limits to Harbor Blvd	Primary Arterial Hwy	4	4
	Harbor Blvd to East City Limits	Modified Major Arterial	6	4
Macy Street	Russell Street to Whittier Blvd	Secondary Arterial Hwy	4	2
Monte Vista St	Whittier Blvd to Lambert Rd	Commuter Arterial	2	2
Palm St	Whittier Ave to La Habra Blvd	Commuter Arterial	2	2
	La Habra Blvd to Lambert Rd	Secondary Arterial Hwy	4	4
Russell Street	West City Limits to Macy Street	Secondary Arterial Hwy	4	2
Valley Home Ave	Russell St to La Habra Blvd	Commuter Arterial	2	2
Walnut St	North City Limits to Imperial Hwy	Commuter Arterial	2	2
Whittier Blvd	West City Limits to Harbor Blvd	Primary Arterial Hwy	4	4
Whittier Ave	Harbor Blvd to East City Limits	Commuter Arterial	2	2

Sources: Atkins May 2012.

Roadway LOS Analysis

The City circulation system's ability to handle traffic loads is generally described in terms of level of service (LOS). LOS 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). For planning purposes, roadway capacities and LOS based on number of lanes and roadway classification are assigned to the various roadway classifications. These capacities and LOS are a function of the roadway classification. The Mobility/Circulation Chapter uses these established maximum roadway capacities along with the roadway traffic volumes to determine LOS for the study street segments. Street segment LOS thresholds based on

maximum roadway capacity, number of lanes, and roadway classification are shown in Table 5.13-3, *Street Segment LOS Thresholds*.

Table 5.13-3 Street Segment LOS Thresholds

Facility Type	Lane Configuration	LOS					
		A	B	C	D	E	F
Augmented Arterial	8 Lanes Divided	45,000	52,500	60,000	67,500	75,000	—
Major	6 Lanes Divided	33,900	39,400	45,000	50,600	56,300	—
Primary	4 Lanes Divided	22,500	26,300	30,000	33,600	37,500	—
Secondary	4 Lanes Undivided	15,000	17,500	20,000	22,500	25,000	—
Commuter	2 Lanes Undivided	7,500	8,800	10,000	11,300	12,500	—

Source: Atkins 2012.

As indicated, roadway segment LOS is based on a range of traffic volumes by functional roadway classification. It indicates the appropriate roadway classification and number of through travel lanes for roadways based upon expected daily usage. Street segment LOS analysis is used to illustrate general traffic conditions along the City's roadways, and is not necessarily an indicator of specific operational issues on a daily basis. It is intended to determine the appropriate roadway classification and number of through travel lanes for roadways based upon expected daily usage. The daily capacities are therefore most appropriately used as a screening tool to determine the need for more detailed peak hour analysis and to assist in determining the appropriate mitigation measures.

Table 5.13-4, *Existing Roadway Volumes and LOS*, provides the existing average daily traffic volumes (ADT) and LOS for the 23 selected study-area roadway segments. LOS C and LOS D represents acceptable but gradually declining traffic conditions with slower speeds and greater congestion. LOS F represents unacceptable conditions, with significant congestion and queuing of vehicles. The majority of the City's roadway segments are operating at free-flow LOS A or LOS B conditions, with some segments operating at LOS C or LOS D, which are considered acceptable conditions. Whittier Boulevard, from Hacienda Road to Idaho Street segment is operating at LOS E (marginal conditions).

Table 5.13-4 Existing Roadway Volumes and LOS

Roadway Segment	# of Existing Lanes	Volume	LOS
Beach Blvd			
La Habra Blvd to Lambert Rd	6	35,100	B
Imperial Hwy to South City Limits	6	44,700	A
Cypress St			
La Habra Blvd to Lambert Rd	2	4,300	A
Euclid St			
La Habra Blvd to Lambert Rd	4	13,700	A
Imperial Hwy to South City Limits	4	16,400	A
Hacienda Rd			
North City Limits to Whittier Blvd	4	19,300	C
Harbor Blvd			
North City Limits to Whittier Blvd	4	30,600	D
La Habra Blvd to Lambert Rd	6	29,500	A
Imperial Hwy to South City Limits	4	32,300	D
Idaho St			
La Habra Blvd to Lambert Rd	4	14,000	A
Imperial Hwy to South City Limits	4	15,500	A
Imperial Hwy			
Beach Blvd to Idaho St	6	42,900	C
Cypress St to Harbor Blvd	6	37,400	B
La Habra Blvd			
Beach Blvd to Idaho St	4	21,000	D
Cypress St to Harbor Blvd	4	23,100	B
Lambert Rd			
Beach Blvd to Idaho St	4	33,500	D
Cypress St to Harbor Blvd	4	32,700	D
Macy Street			
Russell St to Whittier Blvd	2	5,000	A
Monte Vista St			
La Habra Blvd to Lambert Rd	2	2,400	A
Palm St			
Whittier Blvd to La Habra Blvd	2	6,300	A
Russell St			
West City Limit to Macy St	2	3,000	A
Valley Home Ave			
Whittier Blvd to La Habra Blvd	2	3,700	A
Walnut St			
La Habra Blvd to Lambert Rd	2	5,600	A
Whittier Blvd			
Hacienda Rd to Idaho St	4	35,900	E
Cypress St to Harbor Blvd	4	30,700	D

Source: Atkins 2012.

Existing Intersection LOS Analysis

Brief definitions of intersection LOS are described in Table 5.13-5, *Intersection LOS Thresholds and Definitions*. Table 5.13-5 also presents the relationship between LOS and intersection capacity utilization for signalized intersections and LOS and control delay for unsignalized intersections.

Table 5.13-5 Intersection LOS Thresholds and Definitions

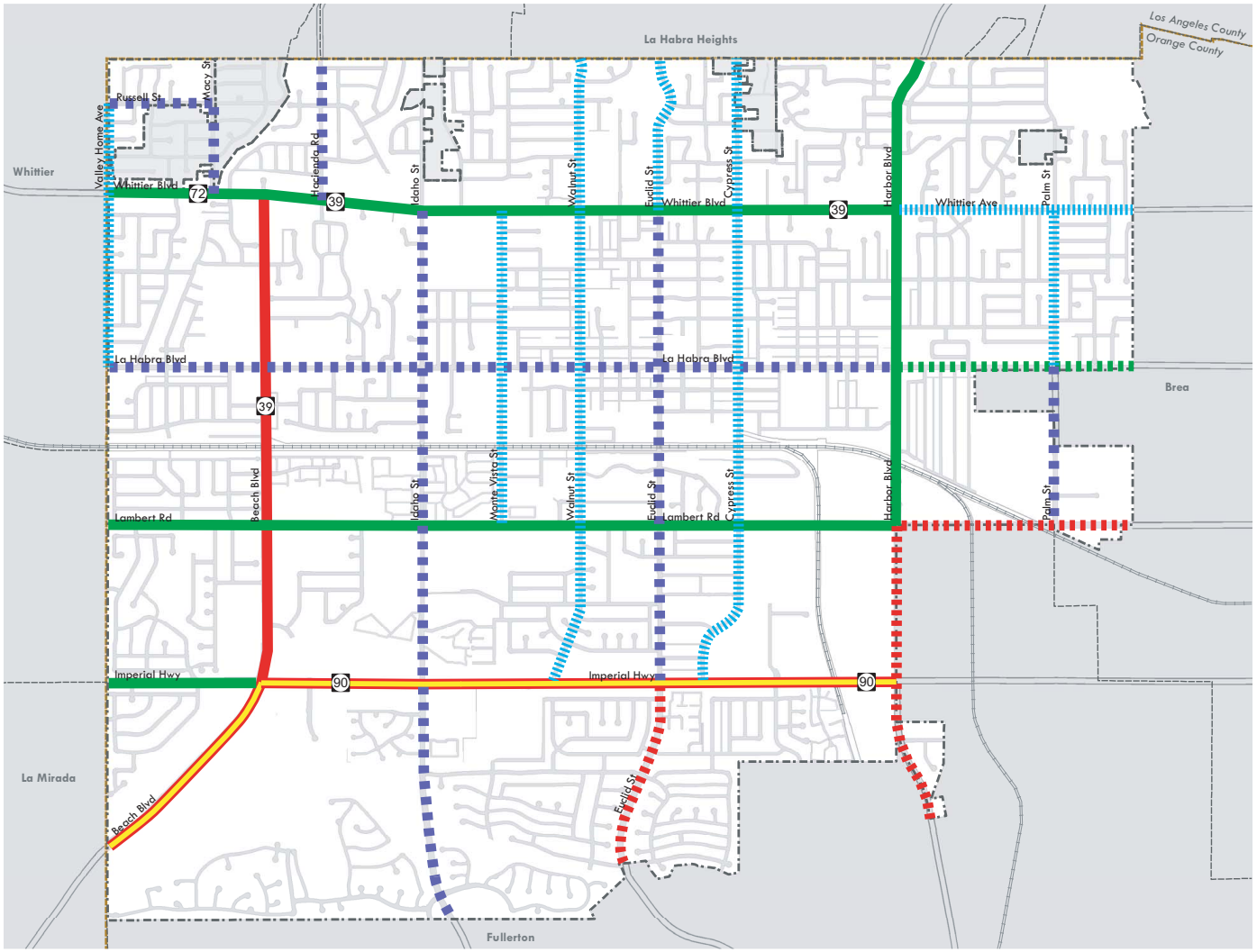
LOS	Signalized Intersection Capacity Utilization	Unsignalized Intersection Control Delay (seconds/vehicle)	Definition
A	.000–.600	0–10	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.
B	.601–.700	> 10–15	VERY GOOD. An occasional approach phase is fully utilized; 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.

Source: City of La Habra General Plan Mobility/Circulation Chapter.

The City of La Habra has established LOS D as its criterion for an acceptable LOS at City jurisdiction intersections. LOS E is considered acceptable for state highway intersections and congestion management plan (CMP) intersections. The study intersections were determined through consultation with the City of La Habra and consist of the intersections shown in Figure 5.13-2, *General Plan Study Intersections*.

Morning and evening peak hour LOS analyses were conducted for the 33 study intersections. Existing intersection lane geometries and existing AM peak hour turning movement volumes are provided in the City of La Habra Technical Background Report (Appendix C).

General Plan Functional Roadway Classification Map



Legend

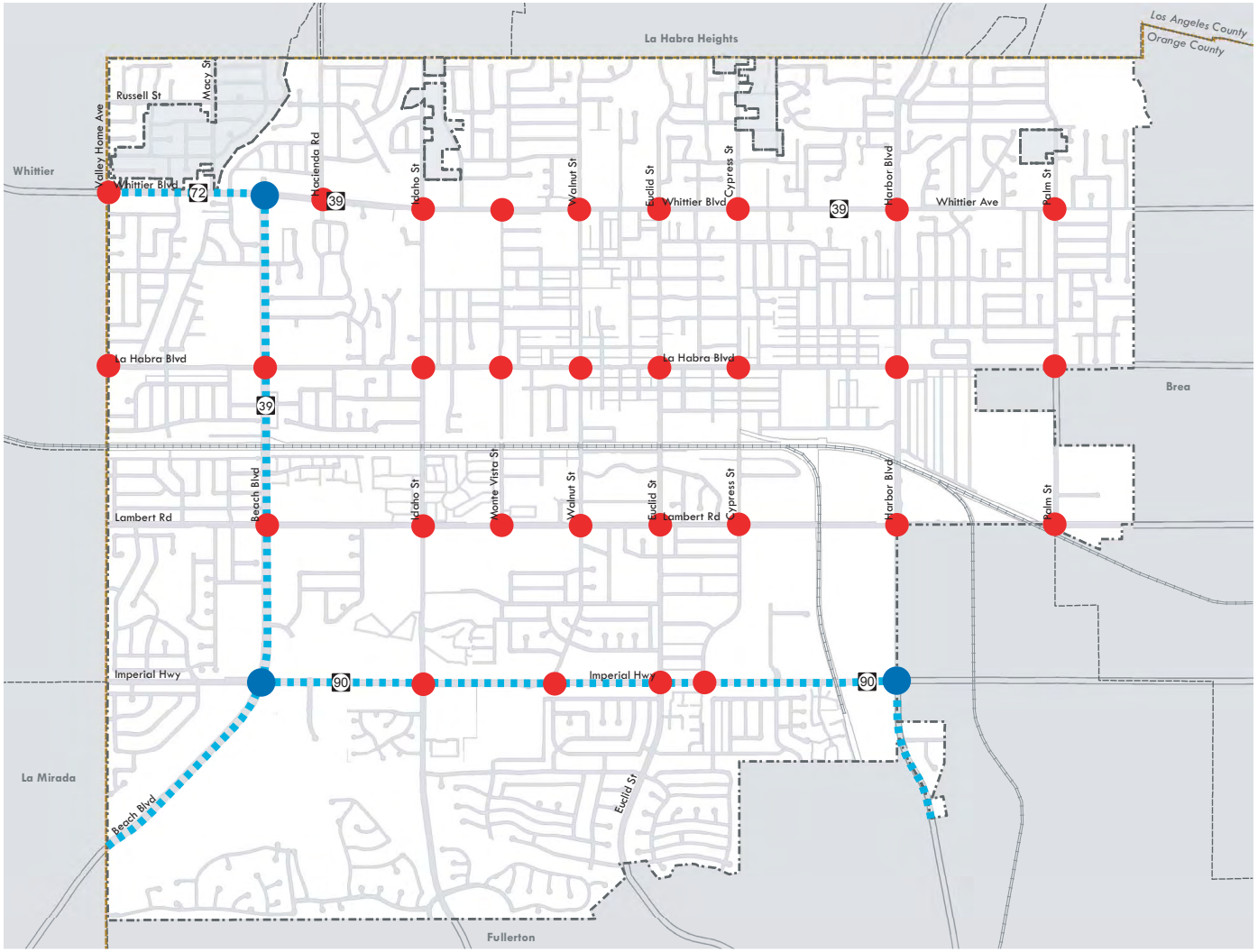
- Railroad
- La Habra City Limits
- County Boundary
- Augmented Arterial Highway (Smart Street)
- Major Arterial Highway
- Modified Major Arterial
- Primary Arterial Highway
- Modified Primary Arterial
- Secondary Arterial Highway
- Commuter Arterial

0 0.5
Scale (Miles)

Source: City of La Habra

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General Plan General Plan Study Intersections



Legend

- Railroad
- La Habra City Limits
- County Boundary
- Study Intersections
- Study CMP Intersections
- CMP Routes

0 0.5
Scale (Miles)

Source: City of La Habra

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The existing conditions LOS analysis results are summarized in Table 5.13-6, Existing Signalized Intersection LOS, for the AM and PM peak hours, using the ICU methodology described in the technical background report (Atkins 2012). As shown in Table 5.13-6, the majority of the City's intersections are operating at an acceptable LOS A, LOS B, LOS C, or LOS D condition for both AM and PM peak hours. For existing conditions, the signalized intersection of Harbor Boulevard at Lambert Road is operating at an unacceptable LOS E condition during the PM peak hour.

Table 5.13-6 Existing Signalized Intersection LOS

No.	Intersection	Control Type	Existing AM		Existing PM	
			LOS	V/C	LOS	V/C
1	Valley Home Ave at Whittier Blvd	Signalized	A	0.589	B	0.604
2	Beach Blvd at Whittier Blvd	Signalized	C	0.762	D	0.883
3	Hacienda Rd at Whittier Blvd	Signalized	D	0.824	C	0.784
4	Idaho St at Whittier Blvd	Signalized	C	0.704	E[1]	0.922
5	Monte Vista St at Whittier Blvd	Signalized	A	0.559	B	0.609
6	Walnut St at Whittier Blvd	Signalized	B	0.677	B	0.675
7	Euclid St at Whittier Blvd	Signalized	B	0.648	D	0.810
8	Cypress St at Whittier Blvd	Signalized	B	0.634	B	0.699
9	Harbor Blvd at Whittier Blvd	Signalized	C	0.724	D	0.898
10	Palm St at Whittier Blvd	Signalized	A	0.402	A	0.465
11	Valley Home Ave at La Habra Blvd	Signalized	A	0.535	A	0.508
12	Beach Blvd at La Habra Blvd	Signalized	B	0.679	C	0.761
13	Idaho St at La Habra Blvd	Signalized	A	0.599	B	0.665
14	Monte Vista St at La Habra Blvd	Signalized	A	0.562	A	0.485
15	Walnut St at La Habra Blvd	Signalized	A	0.583	A	0.597
16	Euclid St at La Habra Blvd	Signalized	A	0.529	A	0.592
17	Cypress St at La Habra Blvd	Signalized	A	0.463	A	0.520
18	Harbor Blvd at La Habra Blvd	Signalized	A	0.558	C	0.700
19	Palm St at La Habra Blvd	Signalized	A	0.501	B	0.627
20	Beach Blvd at Lambert Rd	Signalized	C	0.766	D	0.818
21	Idaho St at Lambert Rd	Signalized	C	0.727	C	0.768
23	Walnut St at Lambert Rd	Signalized	B	0.635	B	0.695
24	Euclid St at Lambert Rd	Signalized	C	0.732	C	0.784
25	Cypress St at Lambert Rd	Signalized	B	0.675	C	0.768
26	Harbor Blvd at Lambert Rd	Signalized	C	0.750	E	0.911
27	Palm St at Lambert Rd	Signalized	B	0.695	C	0.704
28	Beach Blvd at Imperial Hwy	Signalized	B	0.659	D	0.801
29	Idaho St at Imperial Hwy	Signalized	A	0.558	B	0.643
31	Euclid St at Imperial Hwy	Signalized	A	0.594	B	0.630
32	Cypress St at Imperial Hwy	Signalized	A	0.412	A	0.467
33	Harbor Blvd at Imperial Hwy	Signalized	A	0.548	A	0.589

Source: Atkins 2012.
[1] Intersection Idaho St/Whittier Blvd is in Caltrans jurisdiction where LOS E is acceptable.

Table 5.13-7, *Existing Unsignalized Intersection LOS*, summarizes the LOS results for the unsignalized intersections. For the unsignalized intersections, LOS is based on average delay to all traffic passing through the intersection. All study area unsignalized intersections currently operate at acceptable LOS.

Table 5.13-7 Existing Unsignalized Intersection LOS

No.	Intersection	Control Type	Existing AM		Existing PM	
			LOS	Delay	LOS	Delay
22	Monte Vista St at Lambert Rd	Unsignalized	A	2.9	A	1.9
30	Walnut St at Imperial Hwy	Unsignalized	A	2.5	A	4.9

Source: Atkins 2012.

Table 5.13-8, *Existing Caltrans Intersection LOS*, summarizes the LOS results for all Caltrans intersections in La Habra. These intersections were evaluated using the HCM methodology, described in the City of La Habra GP Update Technical Background Report (Atkins May 2012). Table 5.13-8 shows there are no signalized or unsignalized Caltrans intersections operating at an unacceptable LOS (i.e., LOS F) during the AM or PM peak hours.

Table 5.13-8 Existing Caltrans Intersection LOS

No.	Intersection	Control Type	Existing AM		Existing PM	
			LOS	Delay	LOS	Delay
1	Valley Home Ave at Whittier Blvd	Signalized	A	9.6	A	8.9
2	Beach Blvd at Whittier Blvd	Signalized	C	21.7	C	30.6
3	Hacienda Rd at Whittier Blvd	Signalized	C	27.5	C	29.4
4	Idaho St at Whittier Blvd	Signalized	B	17.0	D	27.4
5	Monte Vista St at Whittier Blvd	Signalized	A	9.9	A	5.5
6	Walnut St at Whittier Blvd	Signalized	B	11.8	B	10.4
7	Euclid St at Whittier Blvd	Signalized	B	15.9	C	23.3
8	Cypress St at Whittier Blvd	Signalized	A	8.7	B	10.8
9	Harbor Blvd at Whittier Blvd	Signalized	C	26.9	D	35.1
10	Palm St at Whittier Blvd	Signalized	B	17.1	B	19.6
12	Beach Blvd at La Habra Blvd	Signalized	C	30.1	C	33.9
20	Beach Blvd at Lambert Rd	Signalized	C	31	C	32.5
28	Beach Blvd at Imperial Hwy	Signalized	C	27.5	C	32.2
29	Idaho St at Imperial Hwy	Signalized	C	23.9	C	26.5
30	Walnut St at Imperial Hwy	Unsignalized	A	2.5	A	4.9
31	Euclid St at Imperial Hwy	Signalized	C	25.7	C	26.2
32	Cypress St at Imperial Hwy	Signalized	A	6.7	A	7.8
33	Harbor Blvd at Imperial Hwy	Signalized	C	25.6	C	28.4

Source: Atkins 2012.

5.13.1.2 BICYCLE AND PEDESTRIAN CONDITIONS

The three existing bikeway facility types provided for in the City are described below:

Class I Bike Paths

Class I bike paths are located off roadways, with at-grade or grade-separated roadway crossings. Class I bike paths do not allow motor vehicle traffic. They are typically located along long uninterrupted corridors such as rivers, creeks, flood control channels, and railroad rights-of-way. Class I bike paths adjacent to flood control channels, inland waterways, and railroad rights-of-way are primarily intended for bicyclists but are often shared by other recreational users such as walkers, runners, and equestrians.

Class II Bike Lanes

Class II bicycle facilities are signed and striped bicycle lanes located to the right of the vehicle traffic lane along a roadway. Bicycle lanes are typically located along collector and arterial roadways that provide connections through the City street system. They are the primary bike routes in the City. Class II facilities are not as attractive to bicyclists as Class I routes, since they must be shared with vehicle traffic, but they generally are more feasible to develop and provide access to more destinations, because they can potentially be implemented on many different types of streets.

Class III Bike Routes

Class III bike routes are signed as bikeways but have no designated area identified by striping or other means to separate them from vehicular traffic. Class III bike routes provide shared use with pedestrian and/or motor vehicle traffic and are identified only by bike route signing and are typically located along high-demand corridors.

The City of La Habra has over 19 miles of existing bikeways, including 1.2 miles of Class I bikeways, 3 miles of Class II bike lanes, and 15 miles of Class III bike routes. An additional 4 miles of Class I and 7 miles of Class II bikeways are planned. The existing La Habra bikeway network is shown on Figure 5.13-3, *Existing Bike Routes*.

Pedestrian Facilities

Pedestrian facilities are critical when planning for pedestrian connectivity and enhancing the walkability of neighborhoods and commercial districts. The City of La Habra is generally laid out on a grid street pattern, which affords pedestrian connectivity to much of the City. The City provides sidewalks on the majority of these streets, and many are equipped with enhanced pedestrian facilities such as pedestrian crosswalks, curb ramps, and tactile Americans with Disabilities Act (ADA) pads to provide connectivity and accessibility to major attractions such as schools, parks, and shopping centers.

5.13.1.3 TRANSIT FACILITIES

Public transit service in La Habra includes fixed-route bus service, commuter bus service, and paratransit service. Orange County Transit Authority (OCTA), Foothill Transit, and Norwalk Transit provide fixed route bus service within the City. OCTA operates five fixed bus routes and provides service connections to Fullerton, Huntington Beach, Anaheim, Yorba Linda, and Santa Ana. Bus stops are located approximately

0.25 mile apart along major routes in the City. Most routes operate 7 days a week. OCTA bus routes within the City carry approximately 1,900 riders per day. Figure 5.13-4, *Existing Transit Routes*, provides a map of the existing transit routes in the City of La Habra. The following transit routes serve the City:

- OCTA Route 20
- OCTA Route 29
- OCTA Route 37
- OCTA Route 129
- OCTA Route 143
- Foothill Transit Route 285
- Norwalk Transit Route 4

The City of La Habra provides a curb-to-curb transportation service, the "La Habra Shuttle" for seniors 65 years and older and persons with disabilities who are residents of the City. Vanpool service is available by local privately owned companies to major destinations such as employment and commercial centers. The City and OCTA will be implementing a new Monday through Friday bus service that will circulate around the City of La Habra which includes destination stops at the Fullerton Transportation Center and St. Jude's Hospital next year.

The nearest Metrolink train station is located in Buena Park, approximately 4 miles south of the City, and provides commuter train service from Oceanside to Los Angeles Union Station. The nearest Amtrak train station is in Fullerton, approximately 5 miles south of the City. The nearest common-carrier airport is John Wayne Airport in Newport Beach, approximately 23 miles south of the City.

5.13.2 Applicable Plans and Regulations

The regulatory framework is used to inform decision makers about the regulatory agencies/policies that affect transportation in the City. This enables them to make informed decisions about planning improvements to transportation systems in the City. Major policy documents impacting the transportation system in the City of La Habra include laws at the state level and planning documents at a regional level.

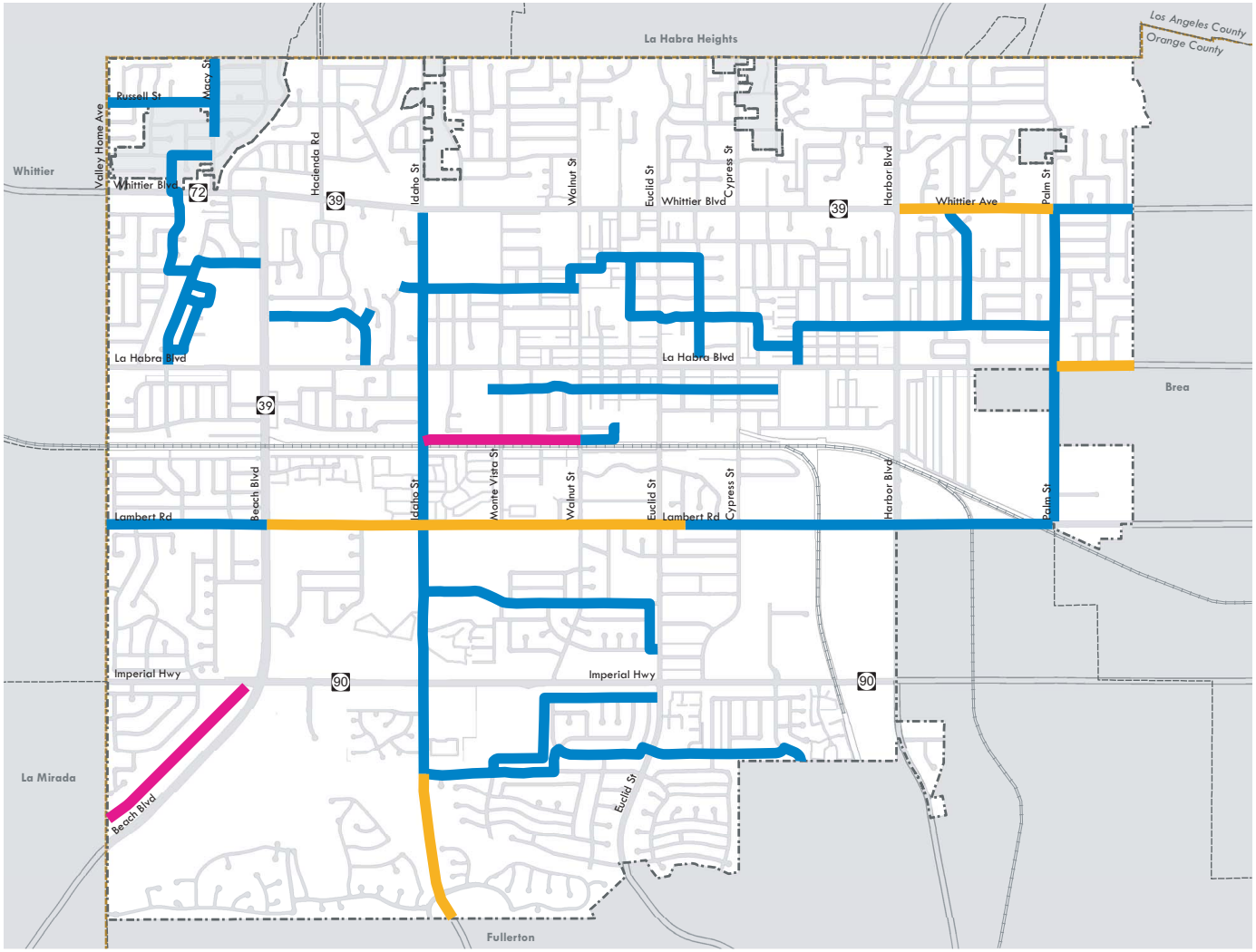
State

Congestion Management Program

Each county has a designated agency that is responsible for the development, monitoring, and biennial update of the Congestion Management Program (CMP). Orange County's Congestion Management Agency (CMA) is OCTA. To ensure the effectiveness of the CMP, OCTA must monitor its implementation and annually determine that cities and counties are conforming to the following requirements:

- Consistency with LOS standards
- Adoption of Capital Improvement Programs

Existing Bike Routes



Legend

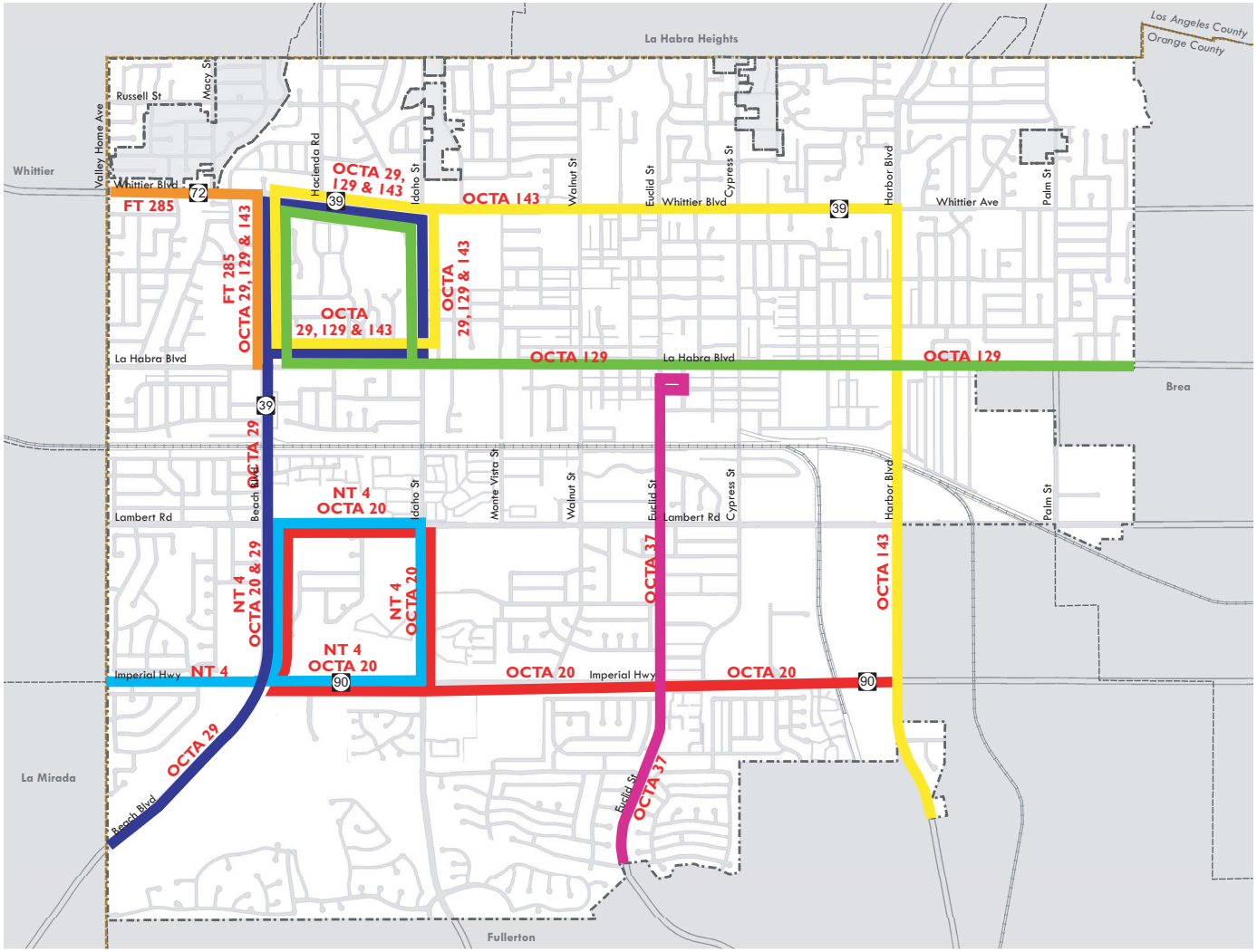
- Railroad
- La Habra City Limits
- County Boundary
- Class I Bike Path (Off-Road Paved)
- Class II Bike Lane (On-Road Striped & Signed)
- Class III Bike Route (On-Road Signed)

0 0.5
Scale (Miles)

Source: City of La Habra

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Existing Transit Routes



Legend

- Railroad
- La Habra City Limits
- County Boundary
- OCTA 20
- OCTA 29
- OCTA 37
- OCTA 129
- OCTA 143
- Foothill Transit 285
- Norwalk Transit 4

0 0.5
Scale (Miles)

Source: City of La Habra

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- Adoption and implementation of a program to analyze the impacts of land use decisions, including an estimate of the costs associated with mitigating those impacts
- Adoption and implementation of deficiency plans when highway and roadway LOS standards are not maintained

The CMP uses an Intersection Capacity Utilization (ICU) monitoring method, developed with technical staff members from local and state agencies, for measuring the LOS at CMP Highway System (CMPHS) intersections. CMP statute requires that CMPHS intersections maintain an LOS grade of "E" or better unless the baseline in 1992 was lower than "E". OCTA has an established CMP Highway System, consisting of Orange County's state highways and arterials from OCTA's Smart Street network. For any CMPHS intersection performing below the established LOS standards, the responsible agency must identify improvements necessary to meet the standards. The following CMP routes and intersections are within the City of La Habra:

CMP Routes

- Beach Boulevard (SR-39)
- Whittier Boulevard west of Beach Boulevard (SR-72)
- Imperial Highway east of Beach Boulevard (SR-90)
- Harbor Boulevard south of Imperial Highway

CMP Intersections

- Beach Boulevard at Whittier Boulevard
- Beach Boulevard at Imperial Highway
- Harbor Boulevard at Imperial Highway

Assembly Bill 1358 (The California Complete Streets Act of 2008)

On September 30, 2008, Governor Schwarzenegger signed Assembly Bill (AB) 1358, the California Complete Streets Act. The legislation impacts local general plans by requiring that upon any "substantial revision" circulation elements must be modified to plan for complete streets. It is therefore anticipated that implementation of AB 1358 will directly influence administration of this General Plan Mobility/Circulation Chapter. AB 1358 also requires the Governor's Office of Planning and Research (OPR) to provide the cities with guidelines by 2014.

The legislation impacts local general plans by adding the following language to Government Code Section 65302(b)(2)(A) and (B):

> (A) Commencing January 01, 2011, upon any substantial revision to the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multi-modal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, and urban context of the general plan.

(B) For the purposes of this paragraph, 'users of streets, roads, and highways' means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

City of La Habra

Traffic Improvement Fee (Municipal Code Chapter 10.48)

The Traffic Improvement Fee was established to implement the goals and objectives of the City's Growth Management Element and the Circulation Element of the General Plan. The fee is also intended to provide funds to assist in the fulfillment of the Master Plan of Arterial Highways (MPAH) as defined in the La Habra General Plan Mobility/Circulation Chapter, and to mitigate the traffic impacts caused by new development within the City through the construction of certain traffic improvements. As a development traffic mitigation measure, future developments must incorporate fair share participation into the cost of maintaining LOS standards and development of future transportation systems. The Traffic Improvement Fee applies to any new construction or use that requires the issuance of a building permit or other City use entitlement and which generates additional traffic impacts above that generated by the previous use of the land. Details regarding the Traffic Improvement Fee can be found in Appendix C of this EIR and in City of La Habra Resolution No. 4193.

Traffic Phasing Plan (Municipal Code Chapter 10.52)

The Traffic Phasing Plan was established for the intent of major development to be adequately accommodated by the existing transportation system. The proposed development may be permitted to proceed only if deficient areas are properly addressed through new facilities, any impacts to the existing system are mitigated in concurrence with the proposed development, trip generation reduction measures are adopted to alleviate traffic impacts, and/or the proposed development is phased to eliminate any significant impacts. If it is determined that feasible identified improvements create an unreasonable burden on the project, payment of a fee by the project to fund construction of the improvements shall bear a prorated share to the traffic generated at the impacted intersection.

The Traffic Phasing Plan specifies the following requirements for alleviating traffic impacts of major new developments:

1. The project will not, at a minimum, create nor make worse an unsatisfactory level of traffic service at any study street segment or intersection.

2. The project will provide for improvements so that an unsatisfactory level of traffic service will not be created nor made worse at the study locations.

3. An overall benefit to the traffic circulation system is provided as identified through a list of improvements, programs, and/or actions with estimates of costs that will:
   a. Result in a LOS improvement of the overall circulation system to offset impacts which will remain unimproved; and

b. May be required to show improvements in air quality as specified in the growth management element of La Habra's General Plan 2020.

4. If feasible identified improvements cannot be provided based on available information indicating that project size, location and/or impacts when compared to the cost of necessary improvements creates an unreasonable burden on the project to the City to condition the project to complete the improvement(s), payment of a fee by the project to fund construction of the improvements shall bear a prorated share to the traffic generated at the impacted intersection.

Based upon the findings above, the project will provide required improvements or a traffic impact fee as determined by the City Engineer or designee.

5.13.3 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project could:

T-1 Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

T-2 Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

T-3 Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

T-4 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

T-5 Result in inadequate emergency access.

T-6 Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant:

- Threshold T-3

5.13.4 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.13-1: Project-related trip generation would impact levels of service for the existing area's roadway system. [Threshold T-1]

Impact Analysis: For the purpose of the following analysis, it is important to note that the proposed General Plan is a regulatory document that lays down the framework for future growth and development and does not directly result in development in and of itself. Before any development can occur, all such development is required to be analyzed for conformance with the General Plan, zoning requirements, and other applicable local and State requirements; comply with the requirements of CEQA: and obtain all necessary clearances and permits.

The La Habra 2035 General Plan uses the OCTA regional traffic analysis model (OCTAM) as the basis for the future traffic volume and LOS forecast. The traffic model was used to produce intersection and roadway segment traffic volume forecasts at the peak hour and ADT (average daily traffic) levels. The model was refined in cooperation with OCTA to fine-tune the highway network and socioeconomic database for developing the City of La Habra General Plan traffic forecast. This included changes in number of through-lanes and roadway classifications. The traffic forecasts derived from the OCTA model are consistent with the anticipated growth that is expected in conjunction with the City's General Plan Community Development Chapter, Land Use section, and the Mobility/Circulation Chapter.

Roadway LOS Analysis

Table 5.13-9, *2035 General Plan Roadway Volumes and LOS*, presents the street segment traffic forecast derived from the OCTA traffic model, along with the street segment LOS. Daily traffic volumes and LOS for the General Plan study roadway segments are shown. The 2035 ADT volumes on the La Habra planning area roadways are presented in Figure 5, "2035 General Plan Average Daily Traffic ADT," in the City of La Habra Mobility/Circulation Element (KOA 2013). Level of Service F is not considered acceptable for roadway segments. All of the City's roadway segments shown in Table 5.13-9 are expected to operate at acceptable conditions. The segments listed below would operate at LOS E (marginal conditions), but would be still considered acceptable.

- Harbor Boulevard between North City Limits to Whittier Boulevard
- Imperial Highway between Beach Boulevard and Idaho Street
- Lambert Road between Beach Boulevard and Idaho Street
- Lambert Road between Cypress Street and Harbor Boulevard
- Whittier Boulevard between Hacienda Road and Idaho Street
- Whittier Boulevard between Cypress Street and Harbor Boulevard

Table 5.13-9 2035 General Plan Roadway Volumes and LOS

Roadway Segment	Volume	Capacity	LOS
Beach Boulevard			
La Habra Blvd to Lambert Rd	41,800	56,300	C
Imperial Hwy to South City Limit	51,100	60,000	D
Cypress Street			
La Habra Blvd to Lambert Rd	5,600	12,500	A
Euclid Street			
La Habra Blvd to Lambert Rd	16,700	25,000	B
Imperial Hwy to South City Limit	18,800	56,300	A
Hacienda Road			
North City Limit to Whittier Blvd	22,500	25,000	D
Harbor Boulevard			
North City Limit to Whittier Blvd	37,300	37,500	E
La Habra Blvd to Lambert Rd	36,000	56,300	B
Imperial Hwy to South City Limit	44,200	56,300	C
Idaho Street			
La Habra Blvd to Lambert Rd	19,600	37,500	A
Imperial Hwy to South City Limit	23,100	37,500	B
Imperial Highway			
Beach Blvd to Idaho St	59,700	60,000	E
Cypress St to Harbor Blvd	50,300	60,000	D
La Habra Boulevard			
Beach Blvd to Idaho St	24,700	37,500	B
Cypress St to Harbor Blvd	26,100	37,500	B
Lambert Road			
Beach Blvd to Idaho St	35,200	37,500	E
Cypress St to Harbor Blvd	36,200	37,500	E
Macy Street			
Russell St to Whittier Blvd	5,000	12,500	A
Monte Vista Street			
La Habra Blvd to Lambert Rd	2,500	12,500	A
Palm Street			
Whittier Ave to La Habra Blvd	6,600	12,500	A
Russell Street			
West City Limit to Macy St	3,000	12,500	A
Valley Home Avenue			
Whittier Blvd to La Habra Blvd	3,800	12,500	A
Walnut Street			
La Habra Blvd to Lambert Rd	5,900	12,500	A

Table 5.13-9 2035 General Plan Roadway Volumes and LOS

Roadway Segment	Volume	Capacity	LOS
Whittier Boulevard			
Hacienda Rd to Idaho St	37,300	37,500	E
Cypress St to Harbor Blvd	34,800	37,500	E

Source: City of La Habra General Plan Mobility/Circulation Chapter.

Roadway segment LOS is generally used for screening purposes to determine if more detailed evaluation of intersections is necessary. Because capacity limitations occur at roadway intersections, a detailed intersection analysis is required to determine if roadway improvements are needed. If the intersection analysis indicates that operating conditions will be satisfactory, then no improvements to the roadway segment are recommended. Intersections LOS analysis is provided below.

Intersection LOS Analysis

Table 5.13-10, *2035 Signalized Intersection LOS*, and Table 5.13-11, *2035 Unsignalized LOS*, summarize the expected LOS for the City's General Plan study intersections under 2035 General Plan conditions.

As previously discussed, the City of La Habra has established LOS D as its criterion for an acceptable LOS at City jurisdiction intersections. For state highway intersections and CMP intersections LOS E is considered acceptable. LOS F is not acceptable at any intersections. It is expected that two intersections would be operating at an unacceptable LOS F during the PM peak hour:

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

Table 5.13-10 2035 Signalized Intersection LOS

No.	Intersection	Control Type	AM		PM	
			LOS	V/C	LOS	V/C
1	Valley Home Ave at Whittier Blvd	Signalized	B	.653	B	.687
2	Beach Blvd at Whittier Blvd	Signalized	C	.739	D	.888
3	Hacienda Rd at Whittier Blvd	Signalized	C	.739	C	.757
4	Idaho St at Whittier Blvd	Signalized	E	.973	E	.997
5	Monte Vista St at Whittier Blvd	Signalized	B	.699	C	.799
6	Walnut St at Whittier Blvd	Signalized	C	.765	D	.865
7	Euclid St at Whittier Blvd	Signalized	E	.987	E	.982
8	Cypress St at Whittier Blvd	Signalized	C	.735	D	.883
9	Harbor Blvd at Whittier Blvd	Signalized	E	.922	E	.994
10	Palm St at Whittier Ave	Signalized	A	.456	A	.523
11	Valley Home Ave at La Habra Blvd	Signalized	A	.574	A	.580
12	Beach Blvd at La Habra Blvd	Signalized	D	.809	E	.975
13	Idaho St at La Habra Blvd	Signalized	D	.864	D	.830
14	Monte Vista St at La Habra Blvd	Signalized	C	.717	B	.652
15	Walnut St at La Habra Blvd	Signalized	B	.625	C	.735
16	Euclid St at La Habra Blvd	Signalized	C	.788	D	.804
17	Cypress St at La Habra Blvd	Signalized	A	.559	D	.808
18	Harbor Blvd at La Habra Blvd	Signalized	B	.645	D	.873
19	Palm St at La Habra Blvd	Signalized	A	.572	C	.710
20	Beach Blvd at Lambert Rd	Signalized	E	.945	E	.924
21	Idaho St at Lambert Rd	Signalized	D	.867	D	.858
23	Walnut St at Lambert Rd	Signalized	D	.803	D	.865
24	Euclid St at Lambert Rd	Signalized	D	.835	D	.878
25	Cypress St at Lambert Rd	Signalized	C	.782	D	.892
26	Harbor Blvd at Lambert Rd	Signalized	C	.709	D	.874
27	Palm St at Lambert Rd	Signalized	D	.894	D	.890
28	Beach Blvd at Imperial Hwy	Signalized	D	.842	F[1]	1.030
29	Idaho St at Imperial Hwy	Signalized	C	.782	E	.938
31	Euclid St at Imperial Hwy	Signalized	C	.781	D	.831
32	Cypress St at Imperial Hwy	Signalized	A	.509	B	.617
33	Harbor Blvd at Imperial Hwy	Signalized	D	.868	D	.863

Source: City of La Habra General Plan Mobility/Circulation Chapter.
[1] Unacceptable LOS.

Table 5.13-11 2035 Unsignalized Intersection LOS

No.	Intersection	Control Type	AM		PM	
			LOS	Delay	LOS	Delay
22	Monte Vista St at Lambert Rd	Unsignalized	A	3.9	A	3.1
30	Walnut St at Imperial Hwy	Unsignalized	E	37.6	F[1]	OVRFL

Source: City of La Habra General Plan Mobility/Circulation Chapter.
OVRFL = Overflow
[1] Unacceptable LOS.

Table 5.13-12, *2035 State Highway Intersection LOS*, summarizes the LOS results for all state highway intersections in La Habra under 2035 General Plan conditions. These intersections were evaluated using the HCM methodology. As stated previously, LOS E is acceptable for state highway intersections. It is expected that the state highway intersection of Walnut Street at Imperial Highway would operate at an unacceptable LOS during the PM peak hour. In addition, 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
- 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 in Section 5.13-8.

Table 5.13-12 2035 State Highway Intersection LOS

No.	Intersection	Control Type	AM		PM	
			LOS	Delay	LOS	Delay
1	Valley Home Ave at Whittier Blvd	Signalized	A	9.6	A	9.2
2	Beach Blvd at Whittier Blvd	Signalized	C	22.9	C	33.7
3	Hacienda Rd at Whittier Blvd	Signalized	C	23.4	C	27.4
4	Idaho St at Whittier Blvd	Signalized	D	38.9	D	38.5
5	Monte Vista St at Whittier Blvd	Signalized	B	12.1	B	10.4
6	Walnut St at Whittier Blvd	Signalized	B	13.4	C	23.2
7	Euclid St at Whittier Blvd	Signalized	D	45.0	D	48.2
8	Cypress St at Whittier Blvd	Signalized	A	9.1	C	26.4
9	Harbor Blvd at Whittier Blvd	Signalized	D	37.2	D	45.0
12	Beach Blvd at La Habra Blvd	Signalized	C	34.7	D	46.5
20	Beach Blvd at Lambert Rd	Signalized	D	38.7	D	38.6
28	Beach Blvd at Imperial Hwy	Signalized	C	31.7	D	48.8
29	Idaho St at Imperial Hwy	Signalized	C	28.5	D	36.8
30	Walnut St at Imperial Hwy	Unsignalized	D	37.6	F[1]	OVRFL
31	Euclid St at Imperial Hwy	Signalized	C	26.9	C	29.9
32	Cypress St at Imperial Hwy	Signalized	A	5.6	A	7.0
33	Harbor Blvd at Imperial Hwy	Signalized	C	32.4	D	35.0

Source: City of La Habra General Plan Mobility/Circulation Chapter.
OVRFL = Overflow
[1] Unacceptable LOS.

As shown above and summarized in Tables 5.13-11 and 5.13-12, without mitigation, implementation of the General Plan land use plan and Mobility/Circulation Chapter would cause intersections to operate at unacceptable LOS, resulting in significant traffic impacts.

Impact 5.13-2:	Project-related trip generation in combination with existing and proposed cumulative development would result in designated road and/or highways exceeding county congestion management agency service standards. [Threshold T-2]

Impact Analysis: CMP statute requires that CMPHS intersections maintain a LOS grade of "E" or better unless the baseline in 1992 was lower than "E". The following CMP routes and intersections are within the City of La Habra:

CMP Routes

- Beach Boulevard (SR-39)
- Whittier Boulevard west of Beach Boulevard (SR-72)
- Imperial Highway east of Beach Boulevard (SR-90)
- Harbor Boulevard south of Imperial Highway

CMP Intersections

- Beach Boulevard at Whittier Boulevard
- Beach Boulevard at Imperial Highway
- Harbor Boulevard at Imperial Highway

As previously shown in Table 5.13-9, all roadway segments are expected to operate at LOS A to E. No roadways in the City would operate at LOS F. Therefore, all CMP roadways would not exceed CMP service standards.

As discussed in Impact Statement 5.13-1 above, the intersection of Beach Boulevard at Imperial Highway would operate at unacceptable LOS F during the PM peak period. This would exceed the service standard for CMP intersections. Without mitigation, this would be a significant impact.

Impact 5.13-3:	Project circulation improvements have been designed to adequately address potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access. [Thresholds T-4 AND T-5]

Impact Analysis:

Buildout of the proposed General Plan would not increase hazards or impact emergency access due to design features. Figure 5.13-1 shows the future roadway network of La Habra. The following roadway improvements are planned for the La Habra Street network and are funded through the Measure M and Renewed Measure M Seven Year Capital Improvement Program, Fiscal Years 2011/2012 through 2017/2018:

- **Euclid Street Corridor Signal Synchronization Project (La Habra Boulevard to South City Limits).** The project will synchronize 66 traffic signals in the cities of La Habra, Fullerton, Anaheim, Garden Grove, Santa Ana, and Fountain Valley.

- **Lambert Road Corridor Signal Synchronization Project (Martinez Drive to East City Limits).** The project will synchronize traffic signals on Lambert Road between Martinez Drive in the City of La Habra and Olinda Place in the City of Brea. The approximately 10-mile project includes 26 traffic signals in the cities of La Habra and Brea.

- **Harbor Boulevard/Lambert Road Intersection Improvements.** The project will provide two eastbound and two westbound left-turn lanes and a westbound right turn lane. It will also provide second northbound and southbound left-turn lanes and northbound and southbound right-turn lanes. The project includes signal modifications.

- **Whittier Boulevard/Hacienda Road Intersection Improvements.** The project will provide one left-turn lane, one through/left-turn lane, and one right-turn lane for the southbound approach, and one left-turn lane, two through-lanes, and one right-turn lane for the westbound approach.

- **Beach Boulevard/Whittier Boulevard Intersection Improvements.** The project will provide an eastbound right-turn lane and restripe the southbound approach to provide one left lane and one shared through/right lane. It also provides three westbound left-turn lanes.

All these improvements are specific to traffic signal operations and intersection improvements that would require restriping, addition of intersection lanes and right-of-way acquisitions; there are no planned new roadways or freeway interchanges. Additional localized improvements may be required when projects have the potential to cause traffic delays and are required to mitigate impacts.

All future roadway system improvements associated with development and redevelopment activities under the General Plan would be designed in accordance with the established roadway design standards. These improvements would be subject to review and future consideration by the City of La Habra. An evaluation of the roadway alignments, intersection geometrics, and traffic control features would be needed. Roadway improvements would have to be made in accordance with the City's circulation plan, roadway functional design guidelines, and design guidelines in the California Manual of Uniform Traffic Control Devices (MUTCD) and the Caltrans Roadway Design Manual. Compliance with these standards would ensure that implementation of the General Plan would not result in hazardous conditions, create conflicting uses, or cause a detriment to emergency vehicle access.

The City provides numerous pedestrian safety features, including crosswalks with pedestrian signal heads and pushbuttons, curb ramps, and tactile ADA pads at all major signalized intersections. High-visibility crosswalks (such as zebra-striped), curb ramps, and "SLOW SCHOOL XING" pavement markings are provided at intersections adjacent to or near schools to provide additional safety measures for children.

Several goals and policies in the Mobility/Circulation chapter, such as Policies AT 3.4 and AT 3.6, support safe routes to school and pedestrian connectivity. Policies AT 2.1 and AT 2.3 encourage the development of a safe and convenient bikeway system.

The Neighborhood Traffic Management Program (NTMP) is a City-wide initiative to treat traffic-calming issues. The need for the program stemmed from the City's desire for a systematic approach to handling neighborhood traffic requests. The main goal of the NTMP program is to improve livability by reducing the impact of traffic, which promotes safe and pleasant conditions for all street users. The goal has four primary objectives:

- To reduce speeds and cut-through traffic volumes
- To enhance the neighborhood environment
- To improve driver behavior
- To improve pedestrian and bicyclist safety

With implementation of the NTMP, compliance with the City's circulation plan and roadway functional design guidelines, and implementation of General Plan Update policies, impacts would be less than significant, and no mitigation would be required.

Impact 5.13-4: The General Plan Update complies with adopted policies, plans, and programs for alternative transportation. [ThresholdT-6]

Impact Analysis: Nonmotorized transportation options are becoming increasingly important in meeting the mobility needs of residents, workers, and visitors in La Habra. Nonmotorized and transit 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.

The City of La Habra plans to develop a Bikeway Master Plan, which will encourage the development of a safe and convenient bikeway system. A preliminary Bikeway Master Plan is presented in Figure 5.13-5, *City of La Habra Bicycle Master Plan*. The Bikeways Master Plan will be consistent with the OCTA Commuter Bikeways Strategic Plan, focusing on strategies to make bicycle transportation a viable alternative 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 pedestrians from automobile traffic whenever possible 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.

Goals AT 1 through AT 3 of the proposed General Plan include policies to promote the use of alternative transportation modes, including public transportation (Policies AT 1.1 through AT 1.15), bicycles (AT 2.1 through 2.10), and pedestrian travel (AT 3.1 through AT 3.8). Improvements to the City's transit, bikeway, and pedestrian facilities would help meet the needs of residents and visitors for nonmotorized and alternative transportation options by providing alternative facilities and programs that would contribute to reaching the City's transportation goals. Implementation of the proposed General Plan would promote the use of alternative transportation modes. Several policies are included in the proposed General Plan to promote the

development of new or expansion of facilities. No conflict with policies, plans, and programs for alternative transportation would occur from future development and redevelopment under the proposed General Plan. Impacts would be less than significant.

5.13.5 Relevant General Plan Policies

The following are General Plan policies and programs related to mobility.

Mobility/Circulation

Regional and Local Roadway Networks/Facilities

City Circulation

RN 1.1 **Regional Transportation Plan.** Support the regional transportation and growth management plan to conserve energy, improve air quality, and reduce greenhouse gas emissions (GHG) as appropriate and beneficial to the public welfare of the City and adjacent communities.

RN 1.2 **Consistency with Orange County Master Plan of Arterial Highways.** Ensure future roadway plans are consistent with the Orange County Master Plan of Arterial Highways (MPAH).

RN 1.3 **Local MPAH.** Develop a local master plan of arterial highways that is consistent with the Orange County MPAH to guide development and reflect the local needs of the circulation system.

RN 1.4 **Congestion Management Plan Compliance.** Maintain compliance with Orange County Congestion Management Plan (CMP) requirements, including: Consistency with CMP level of service standards; Adoption of a 7-year capital improvement program; analysis of impacts of land use decisions on the CMP highway system; and adoption and implementation of deficiency plans when intersections do not meet LOS standards.

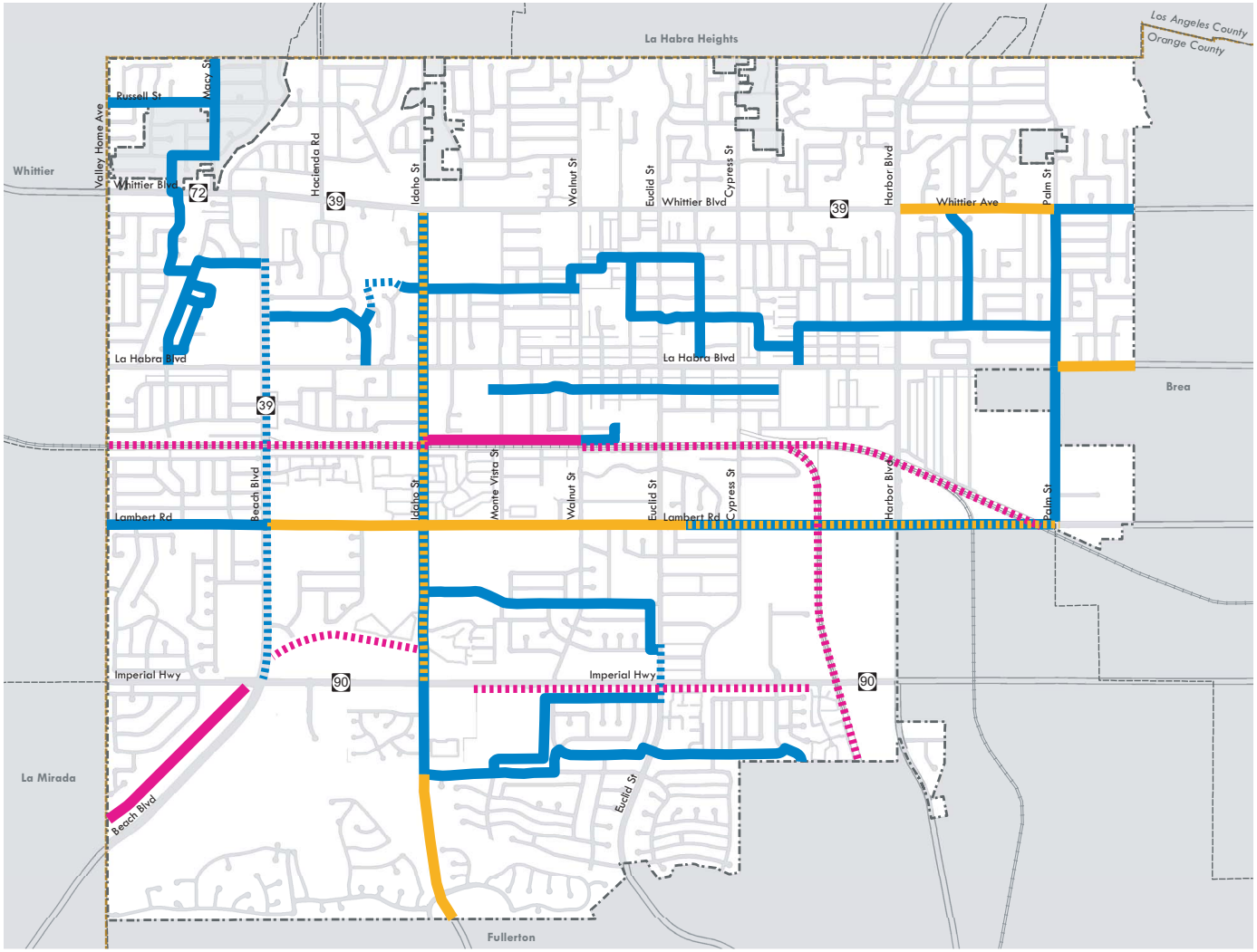
RN 1.5 **Long Range Transportation Plan.** Support the goals and objectives of the Orange County Long Range Transportation Plan (LRTP), including expansion of transportation system choices, improvement of transportation system performance, and sustainability of transportation infrastructure.

RN 1.6 **Regional Transportation System Improvements.** Cooperate and participate with regional, County and surrounding cities' efforts to develop an efficient regional transportation system.

RN 1.7 **Street System Improvements.** Maintain and improve, where needed, the City's street system to maintain acceptable levels of service and provide a reliable and uncongested transportation system for the citizens of La Habra.

RN 1.8 **Safe Street Design.** Ensure that street system improvements incorporate design that considers safe movement for all street users (motorists, bicyclists, transit users, pedestrians, the disabled, and commercial users).

City of La Habra Bicycle 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)

0 0.5
Scale (Miles)

Source: City of La Habra

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RN 1.9 **Resolve Regional Impacts.** Participate in cooperative planning efforts with local jurisdictions in Orange County and Los Angeles County to resolve regional transportation issues.

RN 1.10 **Maintain Acceptable Levels of Service.** Strive to achieve or maintain an acceptable level of service of LOS D or better at City jurisdiction intersections and LOS E or better at State Highway and CMP intersections.

RN 1.11 **Complete Streets.** Implement complete street improvements and maintenance as funding becomes available.

RN 1.12 **Signal Coordination.** Coordinate traffic signals consistent with the OCTA Regional Traffic Signal Synchronization Master Plan and City of La Habra Local Signal Synchronization Plan to achieve better utilization of available street capacity.

RN 1.13 **SCAQMD Goals.** Support the South Coast Air Quality Management Plan of acceptable transportation alternatives such as alternative modes, alternative energy, and non-motorized options.

RN 1.14 **Agency Cooperation.** Encourage other governmental agencies such as Caltrans, SCAG, and OCTA to continue to improve transportation arteries to and through La Habra, particularly state and local highways in a manner consistent with the goals, policies, and programs of the La Habra General Plan 2035.

RN 1.15 **Traffic Mitigation Fee.** Require a locally collected and administered traffic mitigation fee to guarantee that new development pays for its fair share toward improvements resulting in reductions in air quality, GHG emission, and traffic impacts generated by the development.

RN 1.16 **Fee Allocation.** Allocate the traffic mitigation fee to pay the costs of needed transportation improvements.

Non-Motor/Alternative Transportation System

Public Transit System

AT 1.1 **Public Transportation Availability.** Work with the Orange County Transportation Authority (OCTA) and other transit agencies to assess City public transportation needs and to assure delivery of public transportation when and where it is needed.

AT 1.2 **Transit Accessibility.** Encourage and provide transit accessibility to everyone including the elderly, handicapped, and transit dependent.

AT 1.3 **Transit Centers.** Support development of mini transit centers or hubs (i.e., sheltered locations where several transit lines meet) in new higher density mixed use centers to facilitate convenient transfers and connections. The transit centers should generally include bus parking turn-ins, bus shelters and benches, signage with guide maps and schedules, vehicle, and bicycle parking.

AT 1.4 **Park & Ride Lots.** Work with OCTA and Caltrans to provide designated park & ride locations for safe, convenient places for transit riders to park their vehicles to transfer to a carpool, vanpool, or bus.

AT 1.5 **Transportation Assistance.** Support and participate with OCTA ACCESS Service in providing transportation assistance to senior citizens and the handicapped.

AT 1.6 **Prepaid Transit Passes.** Encourage all employers and schools to provide prepaid passes for employees and students, for use on OCTA, Foothill Transit and Norwalk Transit.

AT 1.7 **Curb-to-Curb Public Transportation.** Expand the curb-to-curb "La Habra Shuttle" public transportation service for more users providing shorter headways and dedicated connections as funding becomes available.

AT 1.8 **Go Local.** Participate in OCTA's Go Local program including encouraging bus service to provide shuttles to/from the Amtrak/Metrolink stations in Fullerton and Buena Park to the La Habra Civic Center and other local employment and activity centers.

AT 1.9 **Passenger Rail.** Support regional passenger rail planning efforts, including provision of shuttles to/from the Amtrak/Metrolink stations in Fullerton, Buena Park, and Norwalk.

AT 1.10 **Fixed Guideway.** Support the extension of the existing Los Angeles Metropolitan Transit Agency (LAMTA) Gold Line fixed guideway transit system to La Habra.

AT 1.11 **Railroad Right-of-Way.** Support conversion of the Union Pacific Railroad right-of-way into a multi-use facility, should the right-of-way become available, considering alternate uses and treatments either for light rail or as a bikeway use or both.

AT 1.12 **Bus Rapid Transit.** Support the development of bus rapid transit, or a high performance bus service combining dedicated bus lanes and transit hubs with high-quality vehicles and amenities, in the City to provide transit service to regional commercial and office areas.

AT 1.13 **Transit Oriented Developments.** Promote the development of new mixed-use projects near established transit corridors and nodes to provide a practical alternative to the single-occupant vehicle, consistent with the Community Development Element Land Use section.

AT 1.14 **Transit Amenities.** Encourage the provision of convenient and attractive transit amenities and streetscape furniture, landscaping, and lighting at bus stops to encourage the use of public transportation.

AT 1.15 **New Development Transit Facilities.** Require developers to include transit amenities such as bus benches, informational signage, and shelters in their development plans when feasible.

Bicycle Facilities

AT 2.1 **Bikeway Master Plan.** Develop a Bikeway Master Plan consistent with the OCTA Commuter Bikeways Strategic Plan, to encourage the development of a safe and convenient bikeway system. The Bikeway Master Plan will focus on strategies to make bicycle transportation a viable option to the private automobile.

AT 2.2 **Regional Bikeways.** Participate in the planning and construction of regional bikeways as both a commuter alternative and for recreational purposes. Consider the bicycle plans of neighboring cities to ensure connectivity on a regional level.

AT 2.3 **Bikeway Network.** Maintain and extend where and when feasible the City's bikeway network to make bicycling an attractive option.

AT 2.4 **Bike Trail Linkages.** Provide additional Class-I, Class-II, or innovative bicycle trail linkages between residential areas, employment areas, schools, parks, commercial areas, and transit stations.

AT 2.5 **Class I Bicycle Routes.** Establish additional Class I bike routes to encourage bicycle riding by providing dedicated facilities separate from vehicle traffic.

AT 2.6 **Pathway Easements.** Require new development to dedicate easements for bicycle trail/pedestrian pathway connections.

AT 2.7 **Alternative Routes.** Pursue opportunities to construct multi-use trails or bikeways along alternative routes such as railroad rights-of-way and flood control channel levees where feasible.

AT 2.8 **Bicycle Parking.** Require that a percentage of parking spaces in new non-residential developments and additions to existing facilities be set aside for secure bicycle parking, to encourage use of bicycles for commuting, shopping, and recreational purposes.

AT 2.9 **Facilities Supporting Bicycle Riders.** Encourage developers of offices and other businesses with a large number of employees to provide showers and lockers as conveniences for bicycle riders and establish a threshold number above which these would be required.

AT 2.10 **Health Through Bicycling.** Support programs which encourage more people to bicycle for transportation and recreation, to provide an attractive and healthy transportation option, which will reduce traffic congestion, air pollution, and noise pollution.

Pedestrian Paths/Walkways

AT 3.1 **Pedestrian Network.** Develop facilities to create a comfortable pedestrian walking environment throughout the City, such as pedestrian pathways, textured paving crosswalks, street furnishings, and landscaping to link residential areas, commercial centers, schools, and parks making walking an attractive option.

AT 3.2 **Pedestrian Linkages.** Require that new developments provide dedicated easements or pedestrian linkages to adjacent developments, establishing an interconnected network of pedestrian sidewalks and paths.

AT 3.3 **Accessible Facilities.** Provide for the adaptation and use of all pedestrian circulation systems by persons with disabilities through the design standards and implementation of projects that recognize their need and increase their access to facilities and services, consistent with Americans with Disabilities Act (ADA) and State requirements.

AT 3.4 **Safe Routes to School.** Support establishment of a safe routes to schools program for all elementary and middle schools, to encourage children to walk or bike to school.

AT 3.5 **Street Walkability.** Provide for the complete street needs of pedestrians to ensure the "walkability" of all streets in residential, retail commercial, and mixed-use areas, including sidewalks, pedestrian crossing opportunities, median islands, pedestrian signals, street furniture, lighting, and signage.

AT 3.6 **Pedestrian Connectivity.** Enhance pedestrian connectivity between pedestrian attractors such as neighborhoods, mixed-use centers, commercial areas, schools, parks, and entertainment and cultural areas to make the pedestrian option safer and more convenient.

AT 3.7 **Pedestrian Priority Areas.** Identify priority neighborhoods and streets with high walking potential, such as the downtown core, the Civic Center area, mixed-use districts, and residential neighborhoods to maximize the benefits of investing in pedestrian facilities and enhancements.

AT 3.8 **Street Modifications/Improvements.** Enhance pedestrian facilities (e.g., pedestrian pathways, textured paving crosswalks, street furnishings, and landscaping) where feasible when incorporating modifications/improvements into an existing street.

Goods Movements

Designated Truck Routes

G 1.1 **Truck Impacts and Mitigation.** Identify and support projects that link mitigation of truck traffic impacts and expansion of transportation system capacity.

G 1.2 **Truck Route Updates.** Review and update, via special studies, truck route designations within the City.

Transportation Demand Management

Transportation Alternatives

TDM 1.1 **Sustainable Communities Strategy.** Support consistency with the Orange County Sustainable Communities Strategy (OC SCS) and SCAG RTP/SCS by providing an integrated land use and transportation plan to meet mandated emissions reduction targets consistent with SB 375.

TDM 1.2 **TDM Participation.** Increase participation in transportation demand management (TDM) programs such as staggered work hours, flex time, carpooling, vanpooling, transit, bicycling, preferential parking, and alternative technologies.

TDM 1.3 **GHG Emission Targets.** Achieve greenhouse gas emission (GHG) targets through two principal strategies: reducing motor vehicle use and changing land use development patterns.

TDM 1.4 **Commute Trip Reduction.** Support South Coast Air Quality Management District (SCAQMD) trip reduction programs, including such options as park and ride lots, transit subsidies, carpool and vanpool programs, flexible working hours, bicycle facilities, and other traffic reduction strategies.

TDM 1.5 **Project Incentives.** Provide incentives such as reduced parking requirements, trip credits, and lower mitigation fees for projects that are consistent with the OC SCS such as transit-related, mixed-use, and similar projects.

TDM 1.6 **Transit and Carpool Trip Share.** Support efforts by OCTA and other agencies that provide incentives for employers to increase the share of employee work trips made by transit and carpooling to meet the goals required by the SCAQMD.

TDM 2.1 **Alternative Transportation Technologies.** Support alternative transportation technologies and modes through such means as changes in code requirements, preferential parking, and information distribution to reduce vehicle emissions, congestion, and create a more pedestrian-friendly environment.

TDM 2.2 **Alternate Transportation Modes.** Promote alternate modes of transportation and overall system efficiency by maximizing use of existing transportation networks and developing new modes.

TDM 2.3 **Vehicle Occupancy.** Promote programs which encourage and support increased vehicle occupancy, traveler information systems, shuttles, carpool parking, and transit passes.

TDM 2.4 **Alternative Fuels.** Require that 100 percent of the vehicles purchased for the municipal fleet be high-efficiency (hybrid), low-emission, or alternative fuel vehicles (public safety vehicles exempt).

TDM 2.5 **Alternative Fuel Facilities.** Promote alternative fuel support facilities such as hydrogen and CNG fueling stations and electric vehicle charging stations for these emerging technologies.

TDM 2.6 **Alternative Transportation Modes.** Require alternate modes of transportation for new low cost housing and senior citizen development projects.

TDM 2.7 **Combined Measures.** Promote the combination of TDM measures as much more effective than any single measure.

Neighborhood Traffic Management Program

Neighborhood Traffic Calming

NTMP 1.1 **Education.** Promote education through information-sharing and awareness raising, targeting drivers, pedestrians, and bicyclists about the best ways to share the road.

NTMP 1.2 **Engineering.** Promote engineering improvements such as physical measures constructed to lower speeds, improve safety, or otherwise reduce the impacts of motor vehicles.

NTMP 1.3 **Enforcement.** Enhance enforcement, targeted police enforcement, to support neighborhood traffic calming goals.

NTMP 1.4 **Resident Input.** Provide a mechanism in the NTMP process such as neighborhood traffic committees to incorporate resident input and determine general public support of the plans.

NTMP 1.5 **General Public Input.** Encourage comments from the general public outside of the plan neighborhoods.

NTMP 1.6 **Traffic Calming.** Implement neighborhood approved traffic calming measures in residential neighborhoods and appropriate commercial areas, such as street narrowing, curb extensions, roundabouts, landscaped medians, and radar speed feedback signs.

NTMP 1.7 **Priority Ranking System.** Establish priority ranking system to evaluate traffic calming requests for implementation throughout the City.

NTMP 1.8 **Special Design Treatments.** Identify streets where special or innovative design treatments such as roundabouts are appropriate to achieve community goals.

NTMP 1.9 **Driveways.** Avoid frequent driveways for new development access in active pedestrian areas, such as the downtown core and mixed-use centers that create conflict points between pedestrians and vehicles.

Intelligent Transportation Systems

Transportation Communications and Control

ITS 1.1 **Traffic Operations Center.** Maintain and improve the Traffic Operations Center and a citywide interconnected network to convert key intersections and roadways into a coordinated traffic management system.

ITS 1.2 **Signal Coordination.** Coordinate signal timing on all major arterials with a local signal synchronization program consistent with the Orange County Traffic Signal Synchronization Master Plan (TSSMP).

ITS 1.3 **Advance Control Technology.** Implement corridor traffic signal synchronization with advance control technology for reducing travel times, vehicle delay and overall congestion.

ITS 1.4 **Traffic Signal Improvements.** Improve the traffic signal system in the City's multimodal corridors to enhance overall system performance.

ITS 1.5 **Traffic Signal Optimization.** Reoptimize traffic signal timing periodically as needed to reduce travel time and delay, and improve traffic flow and air quality.

Parking

Parking Alternatives

P 1.1 **On-Street Parking.** Regulate on-street parking demand through implementation of time limits such as 2-hours in retail/restaurant areas to achieve the optimum utilization of parking areas for business and non-residential uses.

P 1.2 **Off-Street Parking.** Require new developments to provide sufficient off-street parking to reduce on-street parking congestion and increase both auto and pedestrian safety.

P 1.3 **Off-Street Parking Alternatives.** Allow developers to meet their minimum parking requirements via shared use with nearby uses, in-lieu fees, or off-site parking.

P 1.4 **Small Business Parking Requirements.** Consider revised parking requirements for small retail businesses such as relaxed parking usage codes, and allowances for joint and shared use parking in areas where much of the trade derives from walk-in business.

P 1.5 **Managed Parking Supply.** Manage the parking supply to discourage auto use through implementation of time limits, pay parking, or permits, while ensuring the reservation of economic development goals.

P 1.6 **Neighborhood Permit Parking.** Review on-street parking conditions and regulations in neighborhoods adjacent to the downtown area and mixed-use districts and update the City's neighborhood permit parking ordinance and control plans for those areas, as needed.

P 1.7 **Overnight Parking.** Regulate and enforce overnight parking in residential neighborhoods.

P 1.8 **Carpool Parking.** Require large employers to provide preferential parking for carpools.

P 1.9 **Preferential Parking.** Encourage new construction to provide preferential parking and/or free parking for carpools, vanpools, and alternative fuel vehicles.

P 1.10 **Parking Reductions for Mixed-Use Developments.** Develop standards allowing reductions in auto parking in mixed-use developments.

P 1.11 **Bicycle Parking.** Require that space in new commercial developments be set aside for bicycles.

5.13.6 Existing Regulations

State and Regional Regulations

- Orange Congestion Management Program
- Sustainable Communities and Climate Protection Act (SB 375)
- California Complete Streets Act of 2008 (Assembly Bill 1358)

City of La Habra Municipal Code

- Traffic Improvement Fee (Municipal Code Chapter 10.48)
- Traffic Phasing Plan (Municipal Code Chapter 10.52)

5.13.7 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.13-3 and 5.13-4.

Without mitigation, the following impacts would be **potentially significant**:

- **Impact 5.13-1.** Implementation of the General Plan would cause two intersections to operate below acceptable levels of service. In addition, four intersections would operate at marginal levels of service, a change in traffic patterns may result in unacceptable operating conditions at one or more of these intersections.

- **Impact 5.13-2.** Implementation of the General Plan would cause the CMP facility of Beach Boulevard at Imperial Highway to operate at an LOS below CMP acceptable criteria.

5.13.8 Mitigation Measures

The combined effects of growth in regional traffic volumes and traffic volumes generated by General Plan land use changes are forecast to result in declines in LOS to below acceptable levels at two intersections:

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

Proposed mitigation measures below were designed to mitigate the negative effects of increased traffic through incorporation of various intersection capacity improvements and traffic control measures.

Impact 5.13-1

13-1 As shown in the Mobility/Circulation Chapter of the proposed General Plan, the Beach Boulevard at Imperial Highway intersection would require the construction of a fourth northbound through lane and the construction of a fourth southbound through lane. Figure

5.13-6, *Conceptual Design for the Imperial Highway/Beach Boulevard Intersection*, presents a conceptual drawing for the recommended intersection improvements.

13-2 Walnut Street at Imperial Highway would require the installation of a Traffic Signal.

13-3 A change in traffic patterns may result in unacceptable operating conditions at one or more of these intersections as described in Impact Statement 5.13-1. The City shall monitor these intersections below and shall implement the following capacity improvements should the Level of Service warrant change to maintain acceptable operating conditions:

- *Idaho Street at Whittier Boulevard:*
  - Construct a Third Westbound Through Lane
  - Construct a Third Eastbound Through Lane
- *Harbor Boulevard at Whittier Boulevard*
  - Construct a Third Northbound Through Lane
  - Construct a Third Southbound Through Lane
- *Cypress Street at Lambert Road*
  - Construct a Westbound Right-Turn Lane
- *Palm Street at Lambert Road*
  - Construct a Third Eastbound Through Lane
  - Construct a Third Westbound Through Lane

These improvements are not anticipated to affect adjacent structures or parking but may affect sidewalks and landscaping and would require restriping of the intersections.

Impact 5.13-2

Mitigation Measure 13-1 applies.

5.13.9 Level of Significance After Mitigation

With implementation of mitigation measures 13-1 and 13-2 LOS for the affected intersections would be reduced to acceptable levels, as shown in Table 5.3-13. Traffic and transportation impacts would be reduced to less than significant. Therefore, no significant unavoidable adverse impacts relating to traffic would remain.

Table 5.13-13 Change in LOS with Improvements Summary Table, AM Peak Hour

Intersection	Scenario	AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS
Beach Blvd at Imperial Hwy[1]	Unmitigated	0.842	D	1.03	F
	Mitigated	0.775	C	0.958	E
		Delay	LOS	ICU	LOS
Walnut St at Imperial Hwy	Unmitigated	37.6	E	OVRFL	F
	Mitigated	0.538	A	0.716	C

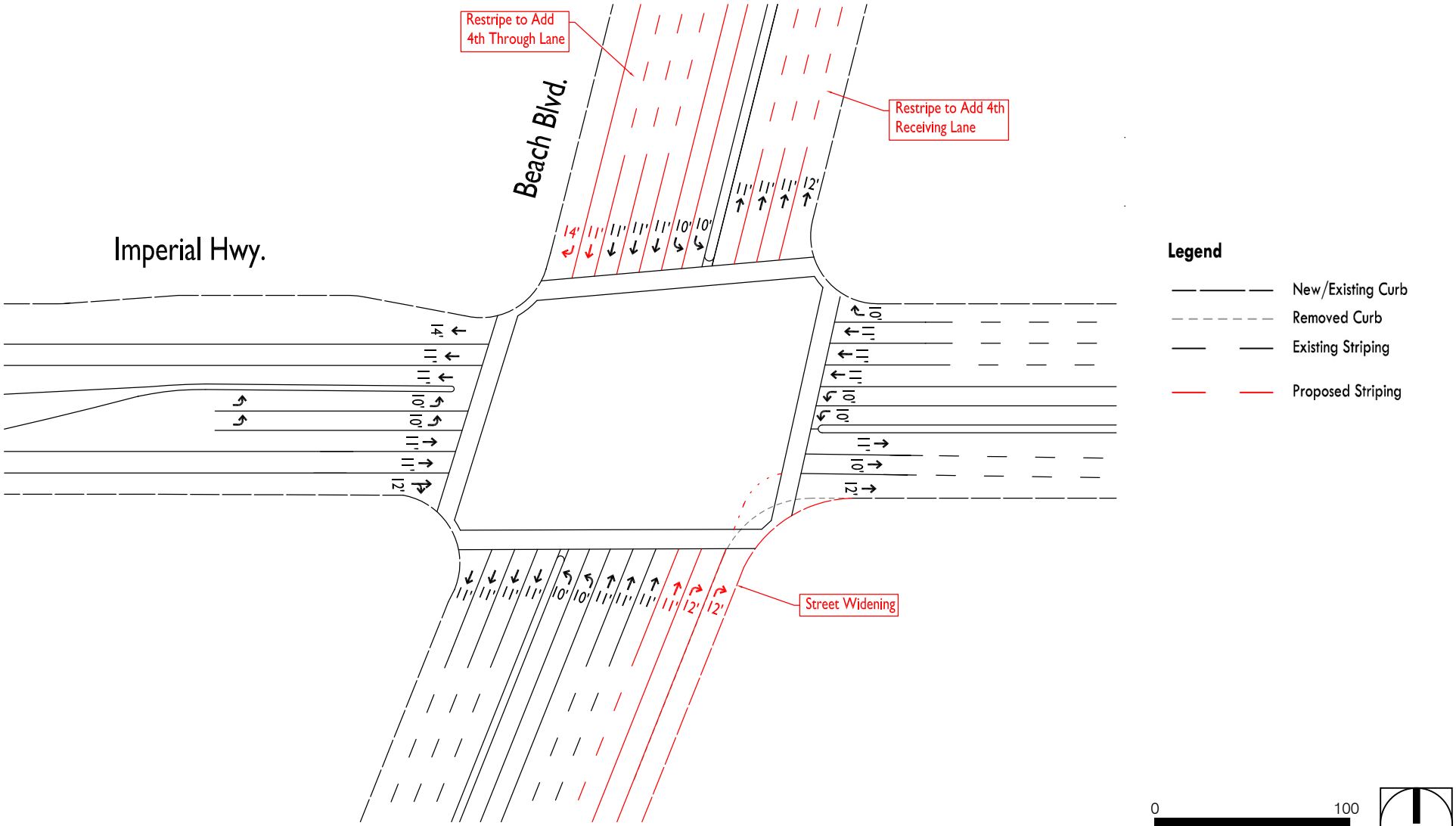
Source: City of La Habra General Plan Mobility/Circulation Chapter.
[1] State Highway Intersection, LOS E is acceptable.

For the additional four intersections that would operate at marginal levels of service, implementation of mitigation measure 13-3 would ensure that these intersections would operate at acceptable levels if service.

5.13.10 References

Atkins. May 2012, April. Technical Background Report for the City of La Habra General Plan Update.

Conceptual Design for the Imperial Highway/Beach Boulevard Intersections



Source: City of La Habra

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5.14 UTILITIES AND SERVICE SYSTEMS

5.14.1 Environmental Setting

5.14.1.1 WATER SUPPLY AND DISTRIBUTION SYSTEMS

Regulatory Setting

State

Urban Water Management Planning Act

The Urban Water Management Planning Act of 1983, California Water Code Sections 10610 et seq., requires preparation of a plan that:

- Plans for water supply and assesses reliability of each source of water, over a 20-year period, in 5-year increments.
- Identifies and quantifies adequate water supplies, including recycled water, for existing and future demands, in normal, single-dry, and multiple-dry years.
- Implements conservation and the efficient use of urban water supplies. Significant new requirements for quantified demand reductions have been added by the Water Conservation Act of 2009 (Senate Bill 7 of Special Extended Session 7 (SBX7-7)), which amends the act and adds new water conservation provisions to the Water Code.

20x2020 Water Conservation Plan

The 20x2020 Water Conservation Plan, issued by the Department of Water Resources (DWR) in 2010 pursuant to SBX7-7, established a water conservation target of 20 percent reduction in water use by 2020 compared to 2005 baseline use. Requirements of SBX7-7 are described in further detail in Section 3.1, *Water*, of Appendix C of this EIR.

Senate Bills 610 and 221

To assist water suppliers, cities, and counties in integrating water and land use planning, the state passed Senate Bill (SB) 610 (Chapter 643, Statutes of 2001) and SB 221 (Chapter 642, Statutes of 2001), effective January 1, 2002. SB 610 and SB 221 improve the link between information of water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures that promote more collaborative planning between local water suppliers and cities and counties. Both statutes require detailed information regarding water availability to be provided to city and county decision makers prior to approval of specified large development projects. This detailed information must be included in the administrative record as the evidentiary basis for an approval action by the city or county on such projects. The statutes recognize local control and decision making regarding the availability of water for projects and the approval of projects. Under SB 610, water supply assessments (WSA) must be furnished to local governments for inclusion in any environmental documentation for certain projects subject to CEQA, as

defined in Water Code Section 10912[a]. Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative verification of sufficient water supply. SB 221 is intended as a fail-safe to ensure collaboration on finding the needed water supplies to serve a new large subdivision before construction begins.

The Urban Water Management Planning Act states that every urban water supplier that provides water to 3,000 or more customers or provides over 3,000 acre-feet (af) of water annually should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple dry years. Both SB 610 and SB 221 identify the urban water management plan (UWMP) as a planning document that can be used by a water supplier to meet the standards in both statutes. Thorough and complete UWMPs are foundations for water suppliers to fulfill the specific requirements of these two statutes, and they are important source documents for cities and counties as they update their General Plans. Conversely, General Plans are source documents as water suppliers update the UWMPs. These planning documents are linked, and their accuracy and usefulness are interdependent (DWR 2008).

City of La Habra Municipal Code

Chapter 13.32 (Use of City Water—Domestic Water Facility Construction)

> It is unlawful for any person to construct or cause to be constructed any domestic water facility or use water from any city water line without first having secured a permit therefore and having paid an application fee as prescribed by the city. A permit to use water or construct water facilities shall be granted upon application made upon a form furnished by the city. The director of public works shall thereupon issue a permit authorizing the use of water or construction of such improvements subject to the same being constructed in conformity with all city ordinances, rules, regulations and specifications, and upon having been paid the required fees as may be established from time to time (Ord. 1188, 1983).

Section 13.40.030 (Declaration of Purpose and Intent)

> A. The purpose of this chapter is to establish a water conservation and supply shortage program that will reduce water consumption within the city through conservation, enable effective water supply planning, assure reasonable and beneficial use of water, prevent waste of water, and maximize the efficient use of water within the city to avoid and minimize the effect and hardship of water shortage to the greatest extent possible.
>
> B. This chapter establishes permanent water conservation standards intended to alter behavior related to water use efficiency for non-shortage conditions and further establishes four stages of water supply shortage response actions to be implemented during times of declared water shortage or declared water shortage emergency, with increasing restrictions on water use in response to worsening drought or emergency conditions and decreasing supplies. (Ord. 1703 § 4, 2009)

Section 13.40.060 (Permanent Water Conservation Requirements—Prohibition Against Waste)

The following water conservation requirements are effective at all times and are permanent. Violations of this section will be considered waste and an unreasonable use of water.

- Limits on Watering Hours
- Limit on Watering Duration
- No Excessive Water Flow or Runoff
- No Washing Down Hard or Paved Surfaces
- Obligation to Fix Leaks, Breaks, or Malfunctions
- Recirculating Water Required for Water Fountains and Decorative Water Features
- Limits on Washing Vehicles
- Drinking Water Served Upon Request Only
- Commercial Lodging Establishments Must Provide Option to Not Launder Linen Daily
- No Installation of Single Pass Cooling Systems
- Recirculating Water Systems Required in Commercial Car Wash and Laundry Systems
- Restaurants Required to Use Water Conserving Dish Wash Spray Valves

Section 13.40.070–13.40.100 (Water Supply Shortage Requirements)

Sections 13.40.070 through 13.40.100 contain water demand reduction requirements in the event of a water supply shortage in four stages, in which Stage 1 triggers a 10-percent demand reduction requirement, and Stage 4, Emergency Condition, triggers a 40-percent reduction requirement.

Chapter 18.16 (Water Efficient Landscaping and Water Conservation)

The purpose of Chapter 18.16 is to promote the benefits of consistent landscape ordinances with neighboring local and regional agencies; promote the values and benefits of landscapes while recognizing the need to invest water and other resources as efficiently as possible; establish a structure for planning, designing, installing, and maintaining and managing water efficient landscapes in new construction and rehabilitated projects; establish provisions for water management practices and water waste prevention for existing landscapes; use water efficiently without waste by setting a maximum applied water allowance as an upper limit for water use and reduce water use to the lowest practical amount; and implement the use of economic incentives that promote the efficient use of water.

Water Sources and Supplies

The City of La Habra Water/Sewer Division provides municipal water in the planning area from three sources: three City groundwater wells; groundwater from the Main San Gabriel Groundwater Basin purchased from the California Domestic Water Company; and imported water from northern California and from the Colorado River obtained from the Metropolitan Water District of Southern California (MWD) through the Municipal Water District of Orange County (MWDOC).

City Wells

The City produces local groundwater from three wells:

- Idaho Street Well produces up to 1,350 gallons per minute (gpm).
- La Bonita Park Well produces up to 850 gpm.
- Portola Park Well produces up to 1,200 gpm.

Total water production from the three wells is anticipated to be approximately 4,100 acre-feet per year, or about 2,542 gpm. The safe yield from the La Habra basin, that is, the maximum amount of water that can be withdrawn annually without overdrafting the Basin, is 4,500 afy.

Imported Groundwater: San Gabriel Valley

Groundwater from the Main San Gabriel Groundwater Basin purchased from the California Domestic Water Company (CDWC) comprises about 47 percent of the City's water supply. The City is a member agency of CDWC; the maximum CDWC supply available to the City is 7,200 afy. The City owns 2,229.25 shares of CDWC stock and leases and contracts additional water rights from CDWC. CDWC's ongoing Capital Improvement Program is likely to increase CDWC supply from 32,000 to 48,000 afy thus increasing water supply available to La Habra and other CDWC member agencies (Atkins 2012).

Reliability

Groundwater withdrawal and replenishment in the Main San Gabriel Basin are managed by the Main San Gabriel Valley Basin Watermaster, which also determines the operating safe yield, set at 200,000 afy for fiscal year 2012–2013 (MSGBW 2013). During the October 2011 to September 2012 period, the Los Angeles County Department of Public Works recharged approximately 100,000 af of water into the Main San Gabriel Valley Basin, Lower San Gabriel Canyon Basin, and Upper San Gabriel Canyon Basin,[1] including stormwater and imported water (LACDWP 2013).

Imported Surface Water: Northern California and Colorado River

The balance of the City's water supply is imported surface water from northern California and from the Colorado River obtained from the Metropolitan Water District of Southern California (MWD) through the Municipal Water District of Orange County (MWDOC). MWDOC is a regional water wholesaler and resource planning agency which contracts with MWD to acquire supplemental imported water supplies from northern California and the Colorado River for use within Orange County. Such imported water amounted to about 10 percent of the City's water supplies in 2012. MWD's service area ranges from Ventura County south to San Diego County. MWDOC serves all of Orange County except for three cities.

Reliability

The Southern California region faces a challenge satisfying its water requirements and securing firm water supplies. Increased environmental regulations and competition for water from outside the region have

[1] The Lower and Upper San Gabriel Canyon Basins are both up grade from the Main San Gabriel Valley Basin.

resulted in reduced supplies of imported water. Continued population and economic growth correspond to increase water demands in the region, putting an even larger burden on local supplies. A number of important factors affecting delivery reliability are discussed below. Major sources of uncertainty include Sacramento Delta pumping restrictions, organism decline, climate change and sea level rise, and levee vulnerability to floods and earthquakes.

MWD's 2010 Regional Urban Water Management Plan. MWD's 2010 Regional Urban Water Management Plan (UWMP) reports on its water reliability and identifies projected supplies to meet the long-term demand within its service area. It presents MWD's supply capacities from 2015 through 2035: single dry year, multiple dry years, and average year.

Colorado River Supplies. The Colorado River Aqueduct (CRA) supplies include water from existing and committed programs and from implementation of agreements to transfer water from agricultural agencies to urban uses. The Colorado River has the potential to supply additional water up to the CRA capacity of 1.25 million af on an as-needed basis.

State Water Project Supplies. MWD's State Water Project (SWP) supplies have been impacted in recent years by restrictions on SWP operations in accordance with the biological opinions of the U.S. Fish and Wildlife Service and National Marine Fishery Service issued on December 15, 2008, and June 4, 2009, respectively. In dry, below-normal conditions, MWD has increased the supplies received from the California Aqueduct by developing flexible Central Valley/SWP storage and transfer programs. The goal of the storage/transfer programs is to develop additional dry-year supplies that can be conveyed through the available pumping capacity to maximize deliveries through the California Aqueduct during dry hydrologic conditions and regulatory restrictions.

In June 2007, MWD's Board approved a Delta Action Plan that provides a framework for staff to pursue actions with other agencies and stakeholders to build a sustainable Delta and reduce conflicts between water supply conveyance and the environment. The Delta action plan aims to prioritize immediate short-term actions to stabilize the Sacramento River Delta while an ultimate solution is selected and midterm steps to maintain the Bay-Delta while the long-term solution is implemented.

State and federal resource agencies and various environmental and water user entities are currently engaged in the development of the Bay Delta Conservation Plan, which is aimed at addressing Delta ecosystem restoration, water supply conveyance, flood control protection, and storage development. In evaluating the supply capabilities for the 2010 Regional UWMP, MWD assumed a new Delta conveyance is fully operational by 2022 that would return supply reliability similar to 2005 conditions, prior to supply restrictions.

Storage. Storage is a major component of MWD's dry year resource management strategy. The likelihood of having MWD adequate supply capability to meet projected demands without implementing its water supply allocation plan (WSAP) is dependent on its storage resources. In developing the supply capabilities for the 2010 Regional UWMP, MWD assumed a simulated median storage level going into each of five-year increments based on the balances of supplies and demands.

Supply Reliability. MWD evaluated supply reliability by projecting supply and demand conditions for the single- and multiyear drought cases based on conditions affecting the SWP (MWD's largest and most variable supply). For this supply source, the single driest year was 1977 and the driest three-year period was 1990 to 1992. The region can provide reliable water supplies not only under normal conditions but also under the single driest year and the multiple dry year conditions.

Water Supply Allocation Plan. Due to drought conditions and the uncertainty regarding future pumping operations from the SWP, MWD adopted a WSAP in 2008 that allocates water to members, and indirectly to the City, based on the regional shortage level in MWD's service area.

For future years in which MWD's supplies are insufficient to meet firm demands, imported supplies to MWDOC will be managed in accordance with the WSAP. Percentage reductions in MWD water allocations to MWDOC, and in turn to the City of La Habra, at each MWD Regional Shortage Level are presented in Section 3.1, *Water*, of Appendix C.

Water Supplies Summary

As shown in Table 5.14-1, La Habra's water supply is derived from three sources. In 2013, 43 percent of the City's water came from local groundwater, 47 percent came from the San Gabriel Groundwater Basin, and 10 percent was imported from MWD from outside the region.

Table 5.14-1 Water Supplies Summary, City of La Habra

Source	Amount (acre-feet per year)
Local Groundwater (La Habra Subbasin: City production)	4,100
Groundwater, Main San Gabriel Groundwater Basin (California Domestic Water Company)	4,593
Imported Surface Water (MWD)	980
Total	9,673

Sources: Jones 2013.
Note: Amounts are pro-rated based on total demands for City water supplies in 2010 (Atkins 2013) and on proportional supply amounts per source (Jones 2013).

Current Water Demand Projections

Projected water demand based on population increases are shown in Table 5.14-2, *Water Demand Projections*, based on population projections by the California State University, Fullerton, Center for Demographic Research.

Table 5.14-2 Water Demand Projections

Year	Population	Gallons Per Day	Acre Feet Per Year
2010	65,773	8,750,963	9,803
2015	67,256	8,783,993	9,840
2020	68,055	8,829,626	9,890
2025	68,481	8,873,260	9,940
2030	68,576	8,917,895	9,990

Source: Atkins 2012

Although, La Habra is essentially built out, implementation of the General Plan Update could increase population. La Habra's population was projected to reach 65,953 in 2020 and culminate at 66,958 people in 2035. Table 5.14-3, *Water Demand Projections with 20 percent Conservation Savings*, projects the annual demand for water, that includes a 20 percent conservation savings as required by SBX7-7 (2009). Assuming a gradual reduction in per-capita water use of 15 percent by 2015 and 20 percent by 2020, annual demands are projected to decrease or remain nearly constant, even with population growth.

Table 5.14-3 Water Demand Projections with 20 Percent Conservation Savings

Year	Population	Gallons per Day	Acre-Feet per Year
2010	60,239[1]	7,436,043	8,330
2015	64,568[2]	6,998,628	7,840
2020	65,953[3]	7,034,335	7,880
2035	66,958[3]	7,070,043	7,920

Source: Atkins 2012.

1 City of La Habra Water Master Plan Update August 2007, Table 3-1; and U.S. Census Bureau, American FactFinder, Fact Sheet: La Habra city, California, 2010. http://factfinder2.census.gov/main.html (accessed August 11, 2011).

2 Simple growth rate of 277 people per year used for population increases and water demand planning.

3 SCAG's 2012 RTP Growth and Forecast Report.

Water Treatment

MWD

MWD operates and maintains five water treatment facilities within its service area:

- F.E Weymouth Treatment Plant in La Verne
- Robert B. Diemer (Diemer) Treatment Plant in Yorba Linda
- Joseph Jensen (Jensen) Treatment Plant in the northwest end of San Fernando Valley
- Henry J. Mills Treatment Plant in the City of Riverside
- Robert A. Skinner Treatment Plant near Hemet

MWD treats imported water at each of these water treatment plants prior to transmission and distribution to its member agencies. The City receives treated water from either the Diemer Treatment Plant or the Jensen Treatment Plant. The Diemer plant has an operating capacity of 550 million gallons per day (mgd) and

currently treats approximately 213 mgd. The Jensen plant currently has an operating capacity of 750 mgd and currently treats approximately 420 mgd.

City

City-produced groundwater from the Idaho Street well is treated with an air scrubber, chlorinated, and treated with a sequestering agent[2] before it is placed in the City's distribution system. Groundwater from the La Bonita Park well is chlorinated; and groundwater from the La Portola Park well chlorinated and treated with a sequestering agent; before water from the two wells is blended with water from the California Domestic Water Company (Jones 2013).

Water Distribution

The City maintains 140 miles of pipeline within its service area. (see Figure 5.14-1, *Water System Facilities Map*), as well as 3 storage reservoirs, 3 groundwater wells, 6 booster pump stations, and 56 pressure-regulating stations. The pressure regulating stations divide the distribution system into 21 different pressure zones. The distribution and transmission pipelines range from 4 to 24 inches in diameter. Older pipelines are primarily made of asbestos cement and mortar-lined cast-iron; newer pipes are ductile iron and polyvinyl chloride (PVC). The transmission pipelines, 12 inches and larger in diameter, consist mainly of cement-mortar-lined coated steel pipe, and/or concrete pipe.

Water Storage

The City has three storage reservoirs, shown on Figure 5.14-1, within the City's boundaries. The combined capacity of all three reservoirs is approximately 16.8 million gallons (Mg).

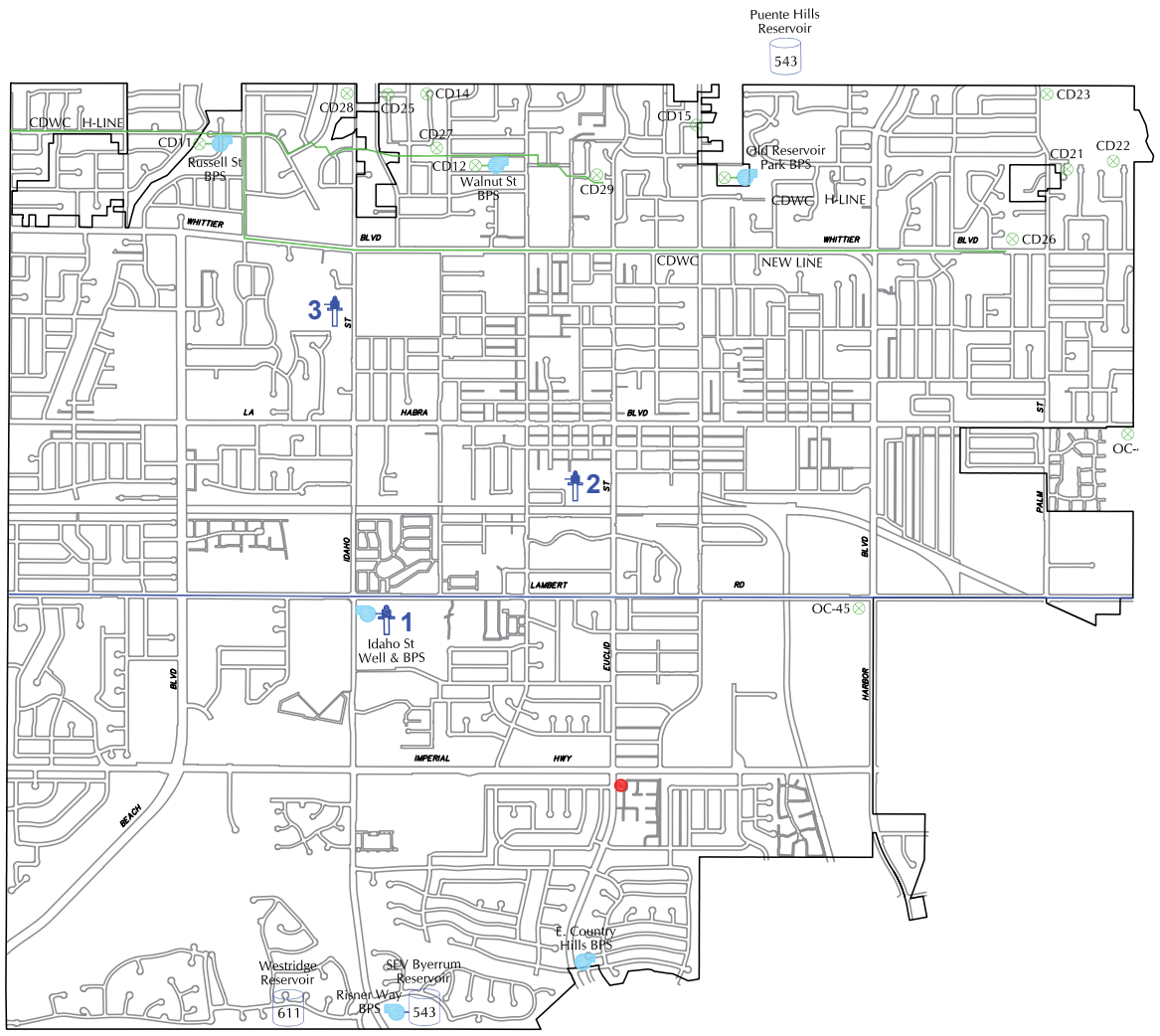
The Sev Byerrum Reservoir is the largest with a capacity of about 9.3 Mg. This reservoir is at the south end of the City near S. Idaho Street and W. Risner Way. The Sev Byerrum Reservoir serves the City's main pressure zone, Zone 1, by gravity.

The Puente Hills Reservoir also serves Zone 1 by gravity. This reservoir is in the north end of the system near the intersection of E. Woodcrest Avenue and N. Fallenleaf Street. The capacity of this reservoir is approximately 5.0 Mg.

The Westridge Reservoir is in the La Habra Hills area in the southern portion of the City. The capacity of this reservoir is approximately 2.5 Mg. The Risner Way Booster Pumping Station boosts water into the Westridge Reservoir, which serves Zones 20 and 21 by gravity.

[2] Sequestering agents make metals such as iron and manganese water-soluble, thus minimizing deposition of such metals on the interiors of pipes and other infrastructure.

Water System Facilities Map



Legend

- Imported Water Interconnection
- Emergency Connection with City of Fullerton
- Booster Pumping Station
- 543 Reservoir (HWL)
- 1 Idaho St. Park Well
- 2 Portola Park Well
- 3 La Bonita Park Well
- MWD Pipeline
- CDWC Pipelne
- La Habra City Limits

0 0.5
Scale (Miles)

Source: Atkins 2012

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5.14.1.2 WASTEWATER TREATMENT AND COLLECTION

Wastewater Collection

The City's existing sewer system is a network of gravity sewers consisting of approximately 125 miles (662,485 feet) of pipe. The general direction of flow is from north to south and east to west. The majority of the local sewers tie into the Orange County Sanitation District (OCSD) trunk system in Imperial Highway and Beach Boulevard. The sewage is transported southwestward out of the City. One small portion of the City west of Beach Boulevard and south of Imperial Highway is tributary to the City of La Mirada and the Los Angeles County Sanitation District (LACSD). There are six small county islands within the City's boundaries totaling approximately 126 acres. The majority of the residences in the county islands are on septic systems and not serviced by La Habra; the balance of the residences are serviced by the City. Figure 5.14-2, *Truck Sewers in La Habra*, shows the OCSD trunk system within the City. Figure 3.2-1, City of La Habra Sewer System, in Section 3.2, Wastewater, of Appendix C, shows the entire sewer system in the City.

The City of La Habra service area is at the northern end of OCSD's Revenue District 3. The OCSD sewer system collects wastewater through an extensive system of gravity flow sewers, pump stations, and pressurized sewers (i.e., force mains). The sewer system consists of a series of trunk lines ranging from 12 to 96 inches in diameter and collectively measure over 500 miles in length. The majority of the sewage generated in the City of La Habra is conveyed to one of two OCSD trunk sewers: (1) the Imperial Relief Interceptor in Imperial Highway, or (2) the Miller Holder Trunk Sewer. The City currently does not have the infrastructure or capacity to use recycled water from the sewer collection system.

The Imperial Relief Interceptor in the City ranges from 18 to 24 inches in diameter, extends under Imperial Highway from east to west, and discharges into the Miller Holder Trunk Sewer just east of the intersection of Imperial Highway and Beach Boulevard.

The Miller Holder Trunk Sewer serves the western portion of Orange County. It begins at the intersection of Imperial Highway and Beach Boulevard and continues to the southwest, following Beach Boulevard to the OCSD's Treatment Plant No. 2 in the City of Huntington Beach.

Wastewater Treatment

Reclamation Plant No. 2 is adjacent to the Santa Ana River and approximately 1,500 feet from the Pacific Ocean in Huntington Beach. This plant provides a mix of advanced primary and secondary treatment. The plant receives raw wastewater through five major sewers. Approximately 33 percent of the influent receives secondary treatment through an activated sludge system, and all of the effluent is discharged into the ocean disposal system. OCSD's treated wastewater is discharged through a 120-inch outfall at 200 feet below sea level and nearly five miles offshore. Current capacity for Reclamation Plant No. 2 is 168 mgd of primary treated wastewater and 90 mgd of secondary treated wastewater. The current average flow is 151 mgd; thus, remaining capacity at this plant is approximately 17 mgd. Expansion plans by OCSD are ongoing and designed to address the incremental increase in sewage generation as a result of a new development. The secondary treatment capacity at this plant is currently being increased by 60 mgd for a future total secondary treatment capacity of 150 mgd.

Sewer Master Plan

In 2005, the City prepared a sewer master plan, which derived average wastewater flows based on land uses and the corresponding unit flow factors. The Sewer Master Plan evaluated the City's sewer collection system to provide a framework for undertaking the construction of new and replacement facilities in an efficient and cost effective manner. The master plan included methodology for estimating wastewater design flows and minimum design standards for the collection system pipes, pump stations, and force mains. Collection system design standards include minimum pipe size, minimum flow velocity, and depth-of-flow-to-pipe-diameter ratio (d/D). Pump station criteria includes the capacity and number of pumps, wet well and force main sizes, redundancy, emergency power, and remote monitoring capabilities, as well as safety and regulatory agency requirements.

The sewer master plan included a review of the City's existing sewer system to identify any deficiencies. It found that 20,133 feet was capacity deficient, which is approximately 3 percent of the total system length. The master plan also reviewed the City's closed circuit television sewer monitoring program. In the master plan study, inspection reports for 85 percent of the system (563,279 feet) were reviewed and the videotapes for 204 reaches (62,033 feet) were watched in detail. The most prevalent problems observed were structural defects such as broken pipes, holes in pipes, joint offsets, cracks, and sags. Also, roots were present in some areas. Infiltration, corrosion, and mineral deposits were less prevalent throughout the City. Approximately 12 percent of the inspected sewer reaches were reported without any deficiencies (severity rating value = 0), and approximately 80 percent of the inspected sewers had low severity ratings.

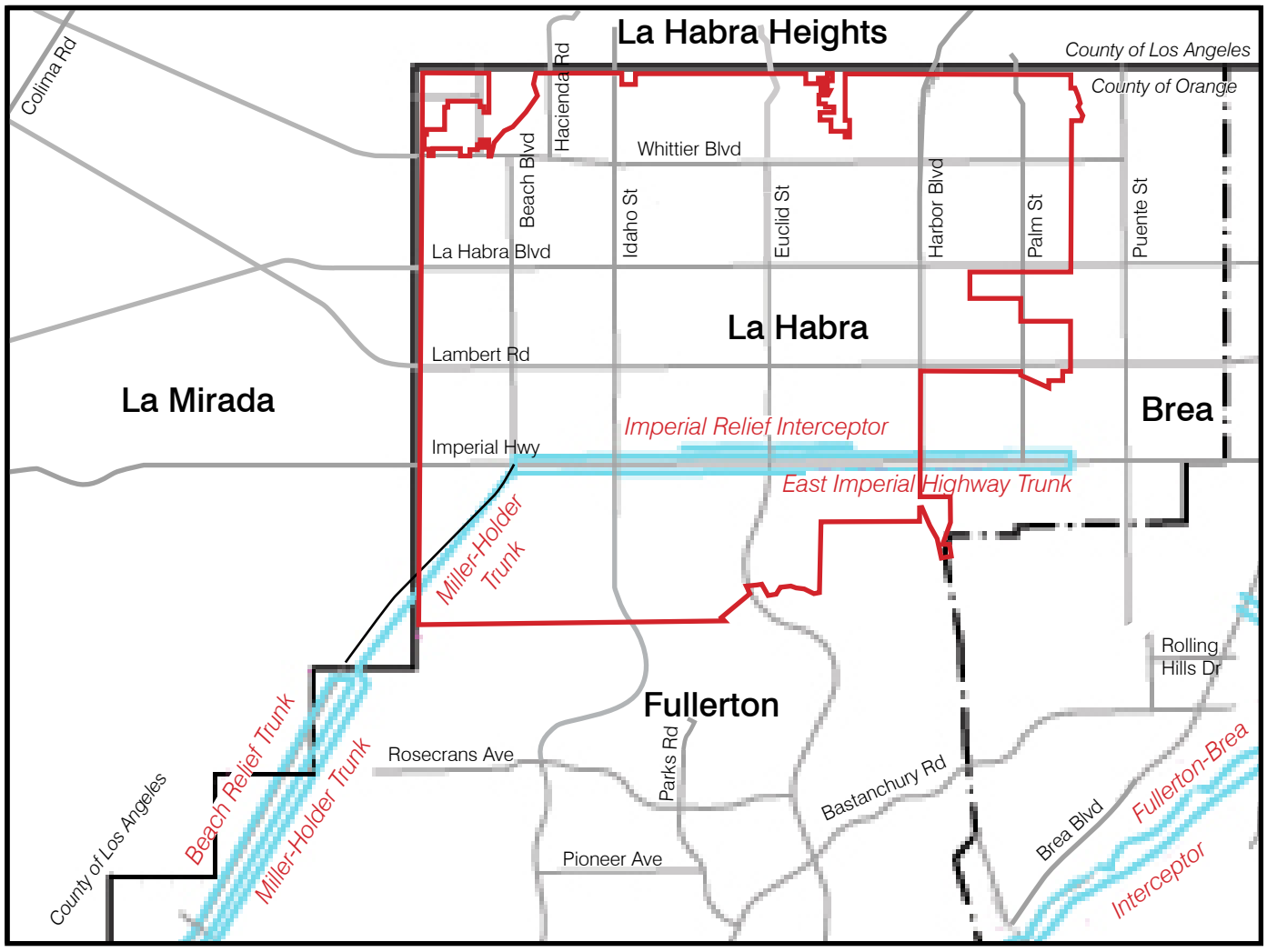
City of La Habra crews responded to 76 sanitary sewer overflow spills between March 2000 and June 2005. The condition deficiencies were prioritized based on the consideration of the health and safety of the public and protection of the environment by minimizing the possibility of sanitary sewer overflows. Any deficiency that was thought to cause exfiltration into the surrounding soil or might cause a blockage in the sewer and ultimately a sewer overflow was considered a high priority.

Capital Improvement Program

To address the above-mentioned deficiencies, the sewer master plan recommended improvements to the ongoing maintenance programs as well as a capital improvement program (CIP)—Section 7—to repair or replace deficient portions of the system. The City annually cleans all pipes 15 inches and smaller. Hot spots, including siphons, are cleaned on a three-month or six-month schedule. At present on an average day, the City has a two-person crew that tends to the sewer collection system maintenance. The larger 18- to 24-inch-diameter sewers are typically cleaned every five years by OCSD; however, it is the goal of City staff to attempt to have the 18- to 24-inch-diameter sewers cleaned every other year.

With a total system length of approximately 663,000 feet of pipe, to clean the entire system within a year equates to an average of 12,750 feet per week or 2,550 feet per day during a full work week. This can be accomplished if needed.

Trunk Sewers in La Habra (Orange County Sanitation District)



Source: OCSD 2009

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According to the sewer master plan, the primary goal of the CIP is to provide the City of La Habra with a long-range planning tool for implementing its sewer infrastructure improvements in an orderly manner and a basis for financing these improvements. To accomplish this goal, the program is phased based on the implementation cost of the facilities, the quantity of work the City can reasonably administer each year, and the funds available for these projects. Since the adoption of the sewer master plan, portions of the sewer infrastructure with severe structural damage have been repaired. Most of the infrastructure having less critical damage has been either replaced or relined.

5.14.1.3 STORM DRAINAGE SYSTEMS

Regulatory Setting

State

National Pollutant Discharge Elimination System Permits

The State Water Resources Control Board (SWRCB) has adopted a statewide Construction General Permit (Order No. 2009-009-DWQ) for stormwater discharges associated with construction activity. These regulations prohibit the discharge of stormwater from construction projects that include one acre or more of soil disturbance. Construction activities subject to this permit include clearing, grading, and other disturbance to the ground such as stockpiling or excavation that results in soil disturbance of at least one acre of total land area. Because construction on project sites within the City could occur over an area greater than one acre, individual developers would be required to submit a Notice of Intent to the SWRCB for coverage under the NPDES permit and would be obligated to comply with its requirements.

The NPDES Construction General Permit requires all dischargers to (1) develop and implement a Stormwater Pollution Prevention Plan (SWPPP), which specifies best management practices (BMP) to be used during construction of the project; (2) eliminate or reduce nonstorm water discharge to stormwater conveyance systems; and (3) develop and implement a monitoring program of all BMPs specified. The two major objectives of the SWPPP are to (1) help identify the sources of sediment and other pollutants that affect the water quality of stormwater discharges and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater as well as non-stormwater discharges.

Regional

Orange County Drainage Area Management Plan

The purpose of the DAMP is to satisfy NPDES permit conditions for creating and implementing an Urban Runoff Management Program to reduce pollutant discharges to the maximum extent practicable (MEP). The DAMP contains guidance on both structural and nonstructural BMPs for meeting these goals. The DAMP identifies the following six minimum control measures required under the Municipal Permit: public outreach, public involvement, illicit discharge detection and elimination, construction site runoff, existing development, new development and redevelopment, and municipal operations.

City of La Habra Municipal Code

Title 13 (Public Safety), Chapter 13.24 (Water Quality Ordinance)

Municipal Code Chapter 13.24 contains regulations associated with stormwater and urban runoff management. Permits are required for any alterations or connections to the existing sewage system and for industrial waste dischargers. Chapter 13.24, Section 13.24.020 (Prohibition on Illicit Connections and Prohibited Discharges) includes requirements that prohibit illicit connections and discharges to the storm drain system. Section 13.24.030 (Control of Urban Runoff) sets requirements that all new development comply with the provisions of the DAMP and that new development prepare a water quality management plan to be reviewed by the community development group (i.e., the Building, Planning, and/or Engineering Divisions of the City). Additionally, Section 13.24.030 states that the community development group may impose terms, conditions, and requirements on the project beyond the requirements of the DAMP to protect water quality and control urban runoff.

Existing Conditions

Refer to Section 5.7.1.3, under "Drainage and Flood Control" for a detailed description of the drainage and stormwater facilities in the City.

5.14.1.4 SOLID WASTE

Regulatory Setting

Federal

The Resource Conservation and Recovery Act of 1976 (RCRA) (Title 40 of the Code of Federal Regulations), Part 258, contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design (liners, leachate collection, run-off control, etc.), groundwater monitoring, and closure of landfills.

State

AB 939—California Integrated Waste Management Act

In 1989, the legislature adopted the California Integrated Waste Management Act of 1989. The act requires every city and county in the state to prepare a source reduction and recycling element in addition to a solid waste management plan to identify how the jurisdiction would meet mandatory 2000 state waste diversion goals. The act also established the framework for state inspection and enforcement of solid waste facilities and regulates safe transportation and disposal of solid waste.

City of La Habra Municipal Code

Chapter 15.78 (Waste Management Plan for Certain Construction and Demolition Projects within the City of La Habra)

The purpose of Chapter 15.78 is to reduce landfill waste by requiring an applicant for every "covered project" to divert a minimum of 50 percent of the construction and demolition debris resulting from that project from the landfill in compliance with state and local statutory goals and policies. Covered projects include residential additions, tenant improvements, new structures of 1,000 square feet of more, demolition of 1,000 square feet or more, all City and public works, and City public construction projects. All covered projects are required to complete and submit a waste management plan. Compliance with provisions of Chapter 15.78 is a condition of approval on all building or demolition permits issued for a covered project.

Solid Waste Collection

The City of La Habra's contracted waste hauler is Waste Management of Orange County (WMOC), which provides weekly residential, commercial, and industrial waste and mixed recycling collection services. The City of La Habra Refuse and Recycling Division oversees the waste collection services for the City of La Habra, as well as the many recycling programs the City offers.

WMOC operates two transfer stations: the Sunset Environmental Transfer Station in the City of Irvine and the Orange Transfer Station in the City of Orange. These facilities handle and sort trash, recyclables, construction and demolition materials, and green waste.

Landfills

Orange County Waste and Recycling operates Orange County's three active landfills and manages other solid waste activities for the county, including four regional household hazardous waste collection centers. The landfills are the Frank R. Bowerman Landfill near Irvine, the Olinda Alpha Landfill near Brea, and the Prima Deshecha Landfill in San Juan Capistrano. All three landfills are permitted as Class III landfills and have combined permitted throughput of 23,500 tons per day (CalRecycle 2013a, 2013b, 2013c). Class III landfills accept only nonhazardous municipal solid waste for disposal; no hazardous or liquid waste can be accepted. The City of La Habra is served by the Olinda Alpha Landfill. Table 5.14-4, *Landfill Capacity,* shows the existing capacities of each of these landfills, as well as their anticipated closure dates and annual usage. Total daily disposal at the three landfills in 2011 averaged about 11,300 tons, based on 300 operating days per year (each of the three landfills is open six days per week except certain holidays); thus, there is about 12,200 tons of residual permitted daily disposal capacity at the three landfills (CalRecycle 2013d).

Table 5.14-4 Landfill Capacity

Landfill	Location	Current Remaining Capacity (Cubic Yards)	Estimated Close Date	Maximum Daily Load (tons)	2011 Annual Disposal (tons)
Frank R. Bowerman	11002 Bee Canyon Access Road Irvine, CA 92602	205,000,000	2053	11,500	1,446,374
Olinda Alpha	1942 North Valencia Avenue Brea, CA 92823	38,578,383	2021	8,000	1,589,627
Prima Deshecha	32250 La Pata Avenue San Juan Capistrano, CA 92675	87,384,799	2067	4,000	355,970
Total	Not applicable	330,963,182 (176,400,000 tons)	Not applicable	23,500	3,391,971

Source: CalRecycle 2013a, Calrecycle 2013b, CalRecycle 2013c, CalRecycle 2013d.

5.14.1.5 ELECTRICITY

Regulatory Setting

Federal

Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission duties include the regulation of the transmission and sale of electricity and natural gas in interstate commerce, licensing of hydroelectric projects, and oversight of related environmental matters.

State

California Public Utilities Commission

California Public Utilities Commission Decision 95-08-038 contains the rules for the planning and construction of new transmission facilities, distribution facilities, and substations. Decision 95-08-038 requires permits for the construction of certain power line facilities or substations if the voltages would exceed 50 kV or the substation would require the acquisition of land or an increase in voltage rating above 50 kV. Distribution lines and substations with voltages less than 50 kV need not comply with Decision 95-08-038; however, the utility must obtain any nondiscretionary local permits required for the construction and operation of these projects.

Title 20 and Title 24, California Code of Regulations

Title 20, Public Utilities and Energy, contains the regulations related to power plant siting certification. Title 24, California Building Standards, contains the energy efficiency standards related to residential and nonresidential buildings. Title 24 standards are based, in part, on a state mandate to reduce California's energy demand.

The Subdivision Map Act requires subdivisions of five or more lots, other than condominium conversions, to provide for, to the extent feasible, future passive or natural heating or cooling opportunities in the subdivision. The City is responsible for implementing this requirement.

City of La Habra Municipal Code

Title 15 (Building and Construction Code) of the City of La Habra Municipal Code includes Chapter 15.06 (Green Building Code), wherein the City has adopted the California Green Building Code (CalGreen), 2010 edition, for reducing the negative impact and encouraging sustainable construction practices in the planning and design, energy efficiency, water efficiency and conservation, and environmental quality of all newly constructed buildings or structures in the City of La Habra.

Chapter 15.68 (Energy Requirements) adopts the California Energy Code, 2010 edition, as the energy code for the City, regulating and controlling the energy efficiency of buildings.

Electricity Supplies for La Habra

Southern California Edison (SCE) is the primary electricity provider to the City of La Habra. SCE maintains electrical facilities and infrastructure within the City and surrounding areas that provide service to the planning area under the applicable rules and tariffs approved by the California Public Utilities Commission. SCE has three substations that serve the City: (1) at the northwest corner of Lambert Road and Harbor Boulevard; (2) south of Imperial Highway, east of La Habra Hills Drive; and (3) east of Palm Street, north of Brookdale Avenue. The recent announcement that SCE will be permanently shutting down the San Onofre Nuclear Generating plant is a significant decision that will directly affect SCE's capability to sustain the provision of supplies to the region, and particularly La Habra. SCE is in the process of preparing plans to supplant the loss of that power through exploring numerous options including, but not limited to, wind and solar power, natural gas, hydroelectric, conservation and other sustainable technologies.

Currently, the majority of electrical supplies in the planning area are conveyed using overhead power lines. The City receives $173,000 each year from SCE to use toward undergrounding overhead utilities. Typically, the cost to underground is nearly one million dollars a mile. SCE allows agencies to borrow against their allocation to use toward undergrounding overhead utilities. The City has borrowed from SCE and is expected to pay off the loan in just over a year. At present, SCE has no immediate plans for expansion within the City of La Habra, since most of the City is built out. SCE recently completed improvements at its La Habra Substation including replacement of a switch and installation of upgraded and new circuits. The improvements increased SCE's electric distribution capacity in north Orange County (Buttress 2013). However, SCE assesses demand on an annual basis and can expand and improve existing facilities accordingly.

Total electricity consumption in the City in calendar year 2010 was about 263 million kilowatt-hours.

Statewide Supplies Relative to Demands

Despite improvements in power plant licensing, highly successful energy efficiency programs, and continued technological advances, development of new energy supplies is not keeping pace with the state's increasing

demands. A key constraint in providing energy is the state's electricity transmission system. Under most circumstances, the state's power grid is able to reliably deliver energy to consumers. California's electricity demand is driven by short summer peaks, such that reducing peak demand is the essential factor in adequately planning for the state's electrical needs. These peak demands include a few hours to several days each year, such that managing demand, rather than developing supplies at new power plants appears to be the most efficient method to meet state needs on peak days. The California Energy Commission has developed an action plan that includes increasing energy capacity in investor-owned utilities, incentives for combined heat and power projects (cogeneration), energy efficiency programs, and expansion of renewable energy programs.

Total electricity consumption in SCE's service area in gigawatt-hours is forecast to be 103,791 GWh in 2015 and to increase to 112,535 GWh in 2022 (CEC 2012).

5.14.1.6 NATURAL GAS

The Southern California Gas Company (SCGC) provides natural gas service to the City of La Habra. SCGC maintains medium-pressure facilities in nearly every street of the City. Most of the major natural gas transmission pipelines in the City are owned and operated by SCGC. A high-pressure gas main is within the Union Pacific Railroad right-of-way, which crosses the City east to west. Natural gas is a "fossil fuel" similar to other hydrocarbons such as coal or oil. The state of California imports approximately 87 percent of its statewide natural gas supply. SCGC purchases natural gas from several bordering states and is continuously expanding its network of gas pipelines to meet the needs of new commercial and residential developments in Southern California—including Orange County and the City of La Habra. SCGC provides natural gas as customers request the service. Current supplies are adequate to meet demands, although natural gas storage could be expanded to improve reliability.

Total supplies of natural gas available to SCGC are expected to remain stable at 3.875 billion cubic feet per day (bcfd) between 2015 and 2030. Total natural gas consumption in SCGC's service area is forecast to be 2.615 bcfd in 2015 and 2.619 bcfd in 2030 (CGEU 2012).

5.14.1.7 TELEPHONE

Local telephone service in the planning area is provided by both AT&T and Verizon, dependent on the provider's service boundaries. Phone services are provided by a variety of data services over both copper and fiber wire. Several providers, including AT&T and Verizon, provide long-distance phone service to La Habra and also provide wireless, high speed, and dial-up internet service; wireless phone service; and digital satellite TV.

5.14.1.8 CABLE

Time Warner Cable provides digital cable service, digital video recorder (DVR), high definition television, and other digital cable services; additional video service providers operating in La Habra include Verizon FiOS, AT&T U-verse, and DirecTV.

5.14.1.9 INTERNET SERVICE

Internet service providers serving La Habra include AT&T, Verizon, Time Warner, and local ISPs.

5.14.1.10 CELLULAR PHONE SERVICE

Cellular phone service in La Habra is provided by Verizon, Nextel, Sprint PCS, AT&T, and T-Mobile.

5.14.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project:

U-1 Would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

U-2 Would require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

U-3 Would require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

U-4 Would not have sufficient water supplies available to serve the project from existing entitlements and resources, and new and/or expanded entitlements would be needed.

U-5 Would result in a determination by the wastewater treatment provider which serves or may serve the project that is has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

U-6 Would be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.

U-7 Would not comply with federal, state, and local statutes and regulations related to solid waste.

5.14.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Buildout of the General Plan Update would involve net increases of about 5,229 residential units and 4.436 million square feet of nonresidential land uses in the planning area.

Impact 5.14-1: Wastewater generated by land uses at General Plan buildout could be adequately treated by the Orange County Sanitation District. [Thresholds U-1, U-2 (part), and U-5]

Impact Analysis:

Wastewater Generation at General Plan Buildout

The net increase in wastewater generation at General Plan buildout was estimated using wastewater generation factors from OCSD. OCSD's wastewater generation factors are in gallons per day per acre. Build out of the General Plan would generate approximately 1.098 mgd, as shown in Table 5.14-5.

Table 5.14-5 Forecast Wastewater Generation at General Plan Buildout

Land Use	Net Increase Due to General Plan Buildout, acres	Wastewater Generation, gallons per day	
		Per acre[1]	Total
Single-Family Residential	118	1,488	175,584
Medium- and High-Density Residential; Mobile Homes; plus one half mixed use area	256	5,474	1,401,344
Commercial (plus one half mixed use area)	-45	2,262	-101,790
Industrial	41	3,167	129,847
Institutional	-188	2,715	-510,420
Parks and Flood Channels	23	129	2,967
Rights-of-Way and Railroads	-4	0	0
Total	Not applicable	Not applicable	1,097,532

[1] Source: OCSD 2009.

Wastewater Treatment Capacity

Current capacity for Reclamation Plant No. 2 is 168 mgd of primary treated wastewater and 90 mgd of secondary treated wastewater. The current average flow is 151 mgd; thus, remaining capacity at this plant is approximately 17 mgd. Expansion plans by OCSD are ongoing and designed to address the incremental increase in sewage generation as a result of new development. The secondary treatment capacity at this plant is currently being increased by 60 mgd for a future total capacity of 150 mgd.

Since General Plan build out would generate approximately 1.098 mgd and there is approximately 17 mgd remaining capacity, there is adequate existing wastewater treatment capacity. Implementation of the General Plan would not require construction of new or expanded wastewater treatment facilities. In addition, OCSD's wastewater treatment expansion plans will provide ample capacity for the City.

Wastewater Conveyance

Development pursuant to the General Plan Update may require local expansions of sewer mains to accommodate project-generated wastewater. However, the City of La Habra Public Works Department

addresses changes in demand for wastewater infrastructure through implementation of its CIP, which functions as a long-range planning tool for sewer infrastructure improvements and their financing. The CIP ensures that wastewater infrastructure is repaired and expanded in an orderly manner consistent with recommendations in the sewer master plan. Furthermore, policies in the Infrastructure chapter of the General Plan Update address adequacy of wastewater facilities in the planning area. These include policies that require implementation of the sewer master plan (Policies SS 1.1 and 1.3), promote collaboration between the City and OCSD in providing wastewater facilities (Policies SS 1.4 and 1.6), and require that new development "constructs, dedicates, and/or pays its fair share contribution" to the wastewater treatment and collection system (Policy SS 1.7). Compliance with these policies and existing City plans and regulations would ensure that development pursuant to the General Plan Update would be adequately served by wastewater facilities. Therefore, no significant impacts related to wastewater are anticipated.

Impact 5.14-2: Existing and planned water supply and delivery systems are adequate to meet needs generated by buildout of the proposed General Plan. [Thresholds U-2 (part) and U-4]

Impact Analysis:

Buildout of the General Plan Update would result in a population increase of 13,629 to a total of 74,831. As a result of SBX7-7, the water district serving the City established a water conservation target of 20 percent reduction in water use by 2020 compared to baseline. Consequently, buildout of the La Habra General Plan Update would result in a slight increase of water use compared to existing conditions, as shown in Table 5.14-6.

Table 5.14-6 Existing and Proposed Water Demand

	Population	Water Use Rate (gpcd)	Total Daily Water Use (gal/day)	Acre-Feet per Year (afy)
Existing City of La Habra Total	61,202	159.3[1]	9,749,479	10,930
Buildout (2035) City of La Habra Total	74,831	141.6[2]	10,596,069	11,880
Change from Existing	+13,629	-	+846,590	+950

[1] Source: La Habra 2010 UWMP. City's baseline potable water use is 159.3 gpcd, obtained from the 10-year period: July 1,, 1995 to June 30, 2005.
[2] Source: La Habra 2010 UWMP. 2020 target equal to 20% reduction from baseline—UWMP Table 2-8. Note using the existing per capita rate that total city wide water use would be 11,920,578 gal/day without taking into account any water conservation measures.

As discussed above, the maximum San Gabriel Basin groundwater supply available to the City from CDWC is 7,200 afy. Based on the City's current water use of 4,593 afy, the increase in water demand of 950 afy at General Plan buildout would be met by the remaining 2,607 afy of groundwater supply available. In addition, because implementation of CDWC's CIP is likely to increase its supply by over 30 percent (Atkins 2012), additional water would be available to La Habra and other CDWC member agencies. These factors, along with conservation mandates required by SBX7-7, would ensure that existing and planned water supplies would meet water demands generated by land uses in La Habra at General Plan Update buildout.

The City's 2010 UWMP projects the demand within its service boundaries to be 10,040 afy in 2035. Buildout of the La Habra General Plan would increase demand by 846,590 gal/day or 950 afy. This is a 9.5 percent increase in demand. The City has entitlements and/or written contracts to receive imported water from MWD via the regional distribution system. According to the City's UWMP, the total water supplies projected to be available from MWD exceed demands; however, only the projected supplies necessary to meet projected demands are included in the City's UWMP. According to page 3-18 of the UWMP, the "City is capable of providing their customers all their demands with significant reserves . . . [t]his is true even if the demand projections were to be increased by a large margin."

Furthermore, policies in the General Plan Update would address water supply and infrastructure. These include policies that require implementation of the City's UWMP (Policy WS 1.1), ensure reliable supply of potable water (Policies WS 1.2, WS 1.4 and WS 1.10), and address adequacy of water facilities (Policies WS 1.3 and WS 1.9). Upon implementation of General Plan Update policies and the City's UWMP, no significant impacts related to water supply and delivery systems are anticipated.

Impact 5.14-3: Existing storm drainage systems are adequate to serve the drainage requirements of land uses at General Plan buildout. [Threshold U-3]

Impact Analysis: The planning area is almost entirely built out. Implementation of the General Plan Update would result in development and redevelopment in the planning area, but would not develop large areas of vacant land. Postconstruction measures under the Orange County DAMP require copermittees to implement structural and nonstructural BMPs that would mimic predevelopment quantity and quality runoff conditions for new development. Each development project approved under the proposed General Plan Update would be required to install and maintain onsite storm drainage improvements pursuant to DAMP requirements. Thus, no large net increases in storm drainage rates or volumes are expected due to General Plan Update buildout, and widespread offsite storm drainage improvements are not anticipated.

Adequacy of stormwater drainage systems is addressed by policies in the Infrastructure chapter of the proposed General Plan. These include policies that require implementation of the City's Storm Drain Master Plan (Policy SD 1.1), require new development to comply with the City's NPDES permit (Policy SD 1.2), and ensure that stormwater drainage infrastructure is adequately sized to meet local needs (Policies SD 1.3, SD 1.7, and SD 1.8). Compliance with these policies and existing SWRCB regulations would ensure that development pursuant to the General Plan Update would be adequately served by storm drainage systems. Therefore, no significant impacts related to storm drainage are anticipated.

Impact 5.14-4: Existing facilities would be able to accommodate project-generated solid waste and comply with related solid waste regulations. [Thresholds U-6 and U-7]

Impact Analysis:

Forecast Solid Waste Generation by General Plan Update Buildout

The forecast net increase in solid waste generation due to General Plan Update buildout is shown below in Table 5.14-7. The forecast increase in generation is 109,957 pounds per day, or about 55 tons per day (20,067 tons per year).

Table 5.14-7 Forecast Net Increase in Wastewater Generation by General Plan Buildout

Land Use	Net Increase Due to General Plan Buildout	Solid Waste Generation (pounds per day)	
		Per unit/square foot[1]	Total
Residential	5,229 units	10[2]	52,290
Nonresidential	4,435,949 square feet	0.013[3]	57,667
Total	Not applicable	Not applicable	109,957

[1] Source: CalRecycle 2013e, CalRecycle 2013f
[2] Generation factor is for single-family residential unit.
[3] Generation factor is for general commercial land use.

The three landfills in Orange County that may serve the City have combined remaining capacity of about 331 million cubic yards, or 176,400,000 tons; combined residual permitted daily throughput[3] of about 12,200 tons; and estimated closure dates ranging from 2021 for Olinda Alpha landfill to 2067 for Prima Deshecha landfill. An increase of 55 tons of solid waste per day represents approximately 0.45 percent of the daily remaining disposal capacity. There is sufficient landfill capacity in the region for solid waste that would be generated by General Plan Update buildout. Implementation of the General Plan would not require construction of new or expanded landfills and impacts would be less than significant.

The CalRecycle requires that all counties have an approved Countywide Integrated Waste Management Plan (CIWMP). To be approved, the CIWMP must demonstrate sufficient solid waste disposal capacity for at least 15 years, or identify additional available capacity outside of the county's jurisdiction. Orange County's CIWMP, approved in 1996, future solid waste disposal demand based on the County population projections adopted by the Board of Supervisors. The Orange County landfill system has capacity in excess of 15 years. The Orange County IWMB has also prepared a Regional Landfill Options for Orange County, a 40-year strategic plan to evaluate options for waste disposal for Orange County. Therefore, it may be assumed that adequate capacity for the proposed project is available for the foreseeable future. Furthermore, the City of La Habra has actively pursued programs to comply with federal, state, and local regulations related to solid waste which minimize impacts from project-generated solid waste. Therefore, impacts are considered less than significant.

[3] Throughput is total amount of material actually received at a facility.

Impact 5.14-5: Existing and/or proposed facilities would be able to accommodate project-generated electricity and natural gas demands. [No specific threshold]

Impact Analysis:

Electricity

Forecast Net Increase in Electricity Demand by General Plan Update Buildout

General Plan Update buildout would result in a net increase in electricity demand of about 100 million kilowatt-hours per year (or 100 GWh), as shown below in Table 5.14-8.

Table 5.14-8 Forecast Net Increase in Electricity Demand by General Plan Buildout

Land Use	Net Increase Due to General Plan Buildout	Annual Electricity Demand (kWh)	
		Per unit/square foot	Total
Residential	5,229 units	7,613[1]	39,808,000
Nonresidential	4,435,949 square feet	13.63[2,3]	60,462,000
Total	Not applicable	Not applicable	100,270,000

[1] Source: USDOE 2013.
[2] Source: Itron 2006. Average for all commercial uses.

SCE forecasts that total electricity consumption in its service area will rise from about 103,800 GWh in 2015 to 112,535 GWh in 2022. The forecast net increase in electricity demand is well within SCE demand forecasts for 2015 and 2022, and General Plan Buildout would not require SCE to obtain additional electricity supplies. Impacts of General Plan would be less than significant.

Natural Gas

Forecast Net Increase in Natural Gas Demand by General Plan Update Buildout

General Plan buildout would result in a net increase in natural gas demand of about 344 billion British thermal units (BTU) per year, as shown in Table 5.14-9. Total supplies of natural gas available to SCGS are expected to remain stable at 3.875 bcfd, that is, 1,457,000 billion BTU per year, between 2015 and 2030 (CGEU 2012).

Table 5.14-9 Forecast Net Increase in Natural Gas Demand by General Plan Buildout

Land Use	Net Increase Due to General Plan Buildout	Annual Natural Gas Demand (BTU)	
		Per unit/square foot	Total
Residential	5,229 units	43.8 million[1]	229 billion
Nonresidential	4,435,949 square feet	25,990[2,3]	115 billion
Total	Not applicable	Not applicable	344 billion

[1] Source: USDOE 2008.
[2] Source: Itron 2006. Average for all commercial uses.
[3] Generation factor is for general commercial land use.

SCGS forecasts that it will have adequate natural gas supplies to meet the expected growth in Southern California, which includes the proposed General Plan buildout. Therefore no additional natural gas supplies would be needed. Impacts would be less than significant.

5.14.4 Relevant General Plan Policies

Infrastructure

Water Service

WS 1.1 **Urban Water Management Plan.** Implement the City's Urban Water Management Plan to ensure adequate water supply.

WS 1.2 **Reliable Supply and Cost-Effective Distribution.** Maintain a reliable supply of high quality potable water and a cost-effective distribution system to meet normal and emergency demands for residents.

WS 1.3 **Adequate Water Infrastructure.** Ensure that the City's potable water infrastructure is sized adequately for storage capacity and treatment to serve existing and future projected demands.

WS 1.4 **Water Rights.** Exercise and protect the City's water rights and entitlements in perpetuity.

WS 1.5 **Drinking Water Standards.** Continue to provide domestic water that meets or exceeds state and federal drinking water standards for public water infrastructure facilities and private development projects.

WS 1.6 **Best Practices.** Employ best practices to maintain the highest possible energy efficiency in the water infrastructure system to reduce costs and greenhouse gas emissions.

WS 1.7 **New Water Facility Design.** Ensure that water utility facilities are designed to be safe, aesthetically pleasing, and compatible with adjacent uses.

WS 1.8 **Use of City Water and Domestic Water Facility Construction.** Continue to require issuance of a permit and payment of fees in order to use water from any City water line or construct any domestic water facility in La Habra.

WS 1.9 **Infrastructure Maintenance.** Continue capital improvement funding for the rehabilitation or replacement of critical infrastructure that has reached the end of its useful life.

WS 1.10 **Cooperative Contracts.** Continue to maintain the operation of La Habra's water wells and cooperative contracts for water resources with the Metropolitan Water District of Southern California and California Domestic Water Service.

WS 2.1 **Water Conservation Standards and Programs.** Implement water conservation standards and programs during non-shortage conditions that reduce water consumption through conservation, reasonable and beneficial use of water, and prevention of water waste and implement water supply shortage actions during declared water shortage, including reducing water use during times of emergency.

WS 2.2 **Recycled Water.** Investigate alternative sources of water such as the use of reclaimed water, stored rainwater, or grey water for irrigation of landscaped and/or park areas.

WS 2.3 **Water Efficient Landscaping.** Encourage the use of water efficient landscaping (e.g., drought and fire resistant landscaping and native vegetation) in new construction and rehabilitation projects.

WS 2.4 **Water Conservation Irrigation.** Require water conservation irrigation methods such as drip irrigation, soil moisture sensors, and automatic irrigation systems in new construction and rehabilitation projects.

WS 2.5 **Water Conservation Devices.** Require compliance with state laws for water conservation devices such as low flush toilets, self-closing faucets, and pressure reducing valves in all new and major renovated structures.

WS 2.6 **Artificial Turf.** Support the installation of artificial turf where appropriate in La Habra consistent with the Orange County Sustainable Communities Strategy (OC SCS).

WS 2.7 **Public Facilities**. Specify and install water-conserving plumbing fixtures and fittings in public facilities such as parks, community centers, and government buildings where feasible.

WS 2.8 **Economic Incentives.** Support the Metropolitan Water District of Southern California and other agencies to promote the efficient use of water through economic incentives such as a water rebate programs.

Wastewater

SS 1.1 **Sewer Master Plan.** Implement the City's Sewer Master Plan to ensure adequate wastewater treatment, collection system capacity, infrastructure, maintenance, rehabilitation, and funding to meet dry and wet weather demands in compliance with applicable discharge standards.

SS 1.2 **Peak Flow Service.** Provide sufficient wastewater conveyance, pumping, and treatment capacity for peak sewer flows and infiltration.

SS 1.3 **Sewer System Rehabilitation Plan.** Implement the City's Sewer System Rehabilitation Plan including focusing on trouble areas with the City's closed circuit television (CCTV)

sewer monitoring program to clean and prevent infrastructure failures caused by aging and deteriorating sewer pipelines.

SS 1.4 **Adequate Wastewater Facilities.** Coordinate with the Orange County Sanitation District (OCSD) to provide adequate collection, supply, treatment, and disposal of wastewater to meet the demands of existing and future development.

SS 1.5 **Monitoring Discharge.** Cooperate with OCSD in the monitoring of uses that may generate toxic or potentially hazardous substances to prevent contamination of water and wastewater.

SS 1.6 **Wastewater Best Practices.** Work with OCSD to identify and implement, as feasible, best practices and technologies for wastewater collection and treatment including those that reduce the amount of wastewater requiring treatment, avoid sewage spills affecting stream courses and reservoirs, maintain the highest possible energy efficiency, and reduce costs and greenhouse gas emissions.

SS 1.7 **New Development.** Ensure that new development constructs, dedicates, and/or pays its fair share contribution to the wastewater treatment and collection system necessary to serve the demands created by the development.

SS 1.8 **Sewer Deposit Management.** Continue to enforce the restrictions of material or liquid deposits (e.g., storm drain discharge, ground water discharge, and toxic gases) into the City's sewer system that are pollutants and not in conformance with the Orange County Sanitation District regulations.

SS 1.9 **Fats, Oils, and Grease (FOG) Control Program.** Continue to require the monitoring, inspection, and education of Food Service Establishments (FSEs) to prevent sanitary sewer overflows caused by Fats, Oils, and Grease (FOG) accumulation.

SS 1.10 **Public Outreach.** Conduct public outreach campaigns to educate residents and businesses to limit the amount of oils, pesticides, and toxic chemicals entering the sewer system.

Storm Drain System

SD 1.1 **Storm Drain Master Plan.** Implement the City's Storm Drain Master Plan to ensure an adequate storm drainage system.

SD 1.2 **NPDES Permit.** Require new development and rehabilitated structures to minimize stormwater runoff and pollutants consistent with the City's National Pollutant Discharge Elimination System (NPDES) permit.

SD 1.3 **Adequate Storm Drainage Infrastructure.** Ensure that the City's storm drainage culverts, channels, and facilities are adequately sized, maintained, and upgraded to

adequately convey stormwater runoff and prevent flooding for existing and new development.

SD 1.4 **Facility Design.** Design stormwater drainage systems to be environmentally sustainable, appear natural in character, and to be compatible with surrounding uses.

SD 1.5 **Best Practices.** Use and update best practices for stormwater management.

SD 1.6 **Illicit Connections.** Continue to enforce the prohibition of illicit connections and discharges into the storm drain system.

SD 1.7 **Drainage Channels.** Maintain storm drainage channels to adequately convey stormwater.

SD 1.8 **Deficient Areas.** Prioritize the construction of storm drainage infrastructure improvements in areas where deficient service exists to minimize flooding.

SD 1.9 **No Net Increase.** Require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event.

SD 1.10 **Public Outreach.** Implement watershed awareness, stormwater pollution prevention, and water quality educational programs.

Water Quality

WQ 1.1 **National Pollutant Discharge Elimination System and Regional Water Quality Control Board.** Implement the requirements of the Regional Water Quality Control Board (RWQCB) for compliance with the National Pollutant Discharge Elimination System permit and apply best management practices for point source discharges.

WQ 1.2 **Orange County Drainage Area Management Plan and Water Quality Management Plan.** Continue to enforce that all new developments and redevelopments comply with the Orange County Drainage Area Management Plan (DAMP) and that all applicable new developments and redevelopments prepare a Water Quality Management Plan (WQMP).

WQ 1.3 **Low Impact Development.** Encourage the incorporation of Low Impact Development (LID) techniques (e.g., permeable paving, cells, bioswales, tree box filters, rain barrels, rooftop runoff for irrigating lawns) to manage stormwater and urban runoff, reduce runoff and pollution, and assist in maintaining or restoring the natural hydrology.

WQ 1.4 **Protection of Water Bodies.** Require new development to protect the quality of water bodies and natural drainage systems consistent with the City's NPDES permit.

WQ 1.5 **New Development.** Require new development to protect the quality of water resources and natural drainage systems through site design, and use of source controls, stormwater treatment, runoff reduction measures, best management practices, and LID techniques.

WQ 1.6 **Site Development.** Encourage site design and development to minimize lot coverage and impervious surfaces.

WQ 1.7 **Integration Regional Water Management.** Pursue a multi-jurisdictional approach including local, State, and Federal agencies to protect, maintain, and improve water quality and the overall health of the watershed.

WQ 1.8 **City Department Integration.** Integrate water management planning, land use planning, watershed planning, environmental planning, greenhouse gas reductions, climate change measures, and hazard mitigation planning into local decision-making processes to protect the watershed.

WQ 1.9 **Education.** Support water pollution awareness and water quality educational programs to educate the public about practices and programs to minimize water pollution.

Energy Service

E 1.1 **Adequate Service and Facilities.** Coordinate with energy service providers to supply adequate electricity and natural gas service and facilities are available to meet the demands of existing and future development.

E 1.2 **Undergrounding Utilities.** Coordinate with energy service providers to underground overhead utility lines within the La Habra underground utility districts (UUD) as funding becomes available.

E 1.3 **New Utility Infrastructure.** Require that new utility lines be constructed underground and along existing utility corridors.

E 2.1 **Service Providers.** Encourage energy service providers such as Southern California Edison (SCE) to commit to increasing the use of non-fossil/carbon fuels (e.g., solar and wind) for energy generation.

E 2.2 **Title 24 Energy Efficiency.** Continue to enforce energy conservation measures and efficient design standards related to residential and nonresidential buildings as required by Title 24.

E 2.3 **California Green Building Standards Code.** Continue to enforce California Green Building Standards Code sustainable construction building practices in the planning, design, and energy efficiency of new construction in La Habra.

E 2.4 **California Energy Code.** Continue to enforce California Energy Code practices regulating and controlling the energy efficiency of buildings in La Habra.

E 2.5 **City Operations.** Promote City operations as a model for energy efficiency and green building and install, as feasible, energy-efficient lighting, appliances, and alternative-energy infrastructure within City facilities.

E 2.6 **Energy Efficiency Audits.** Encourage energy service providers and the private sector to perform energy efficiency audits of existing buildings by evaluating, repairing, and readjusting heating, ventilation, air conditioning, and lighting systems.

E 2.7 **Energy Efficient Design.** Encourage site, building, and landscape design that reduces exterior heat gain and heat island effects (e.g., building orientation and exposure, tree plantings, reflective paving materials, covered parking, cool roofs) to reduce energy demands.

E 2.8 **Renewable Energy.** Encourage the installation and construction of solar (photovoltaic) panel systems in private and public projects as a viable renewable energy source.

E 2.9 **Solar Access.** Ensure, to the extent feasible, that sites, subdivisions, landscaping, and buildings are configured and designed to maximize solar access.

E 2.10 **Land Use Practices.** Implement energy conserving land use practices (e.g., compact and mixed use development, bikeway and pedestrian paths, and transit routes and facilities).

E 2.11 **Cross-Jurisdiction Coordination.** Cooperate with other jurisdictions and groups to maximize energy efficiency and renewable resource usage.

E 2.12 **Public Awareness.** Cooperate with energy service providers to increase public awareness of available energy conservation programs (e.g., best practices, energy rebates) to increase energy efficiency in older neighborhoods and developments.

E 2.13 **Sustainable Development and Energy Conservation Education.** Work with appropriate agencies to make available educational materials for residents and developers regarding the objectives and techniques of sustainable development and energy conservation.

5.14.5 Existing Regulations

Federal

- Code of Federal Regulations Title 40, Part 258 (Resource Conservation and Recovery Act of 1976)
- Federal Energy Regulatory Commission

State

- California Water Code Sections 10610 et seq., Urban Water Management Planning Act
- 20x2020 Water Conservation Plan
- Water Conservation Act of 2009 (SBX7-7)
- SB 610 (Chapter 643, Statutes of 2001): Water Supply Planning
- SB 221 (Chapter 642, Statutes of 2001): Land Use, Water Supplies.
- California Public Resources Code Sections 40000 et seq.: AB 939
- California Government Code Sections 64410 et seq: Subdivision Map Act.
- California Code of Regulations Title 20: Public Utilities and Energy
- California Code of Regulations, Title 24: California Building Standards

City of La Habra Municipal Code

- Chapter 13.32 (Use of City Water—Domestic Water Facility Construction)
- Chapter 13.40: Water Conservation and Water Supply Shortage Program
- Title 15: Building and Construction Code
- Chapter 15.78: Waste Management Plan, Construction and Demolition
- Chapter 18.16: Water Efficient Landscaping and Water Conservation

5.14.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.14-1, 5.14-2, 5.14-3, 5.14-4, and 5.14-5.

5.14.7 Mitigation Measures

No mitigation is required.

5.14.8 Level of Significance After Mitigation

Impacts would be less than significant.

5.14.9 References

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6. Significant Unavoidable Adverse Impacts

Chapter 1, *Executive Summary*, contains Table 1-3, which summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. While mitigation measures would reduce the level of impact, the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied:

Air Quality

- **Impact 5.2-1:** The proposed General Plan Update would not be consistent with the South Coast Air Quality Management District Air Quality Management Plan, because buildout of the land use plan would exceed the current population and employment estimates and would cumulatively contribute to the nonattainment designations of the SoCAB.

  Mitigation measures incorporated into future development projects for the operation and construction phases would reduce criteria air pollutant emissions associated with buildout of the proposed General Plan Update. Goals and policies included in the proposed General Plan Update would facilitate continued City cooperation with SCAQMD and SCAG to achieve regional air quality improvement goals, promotion of energy conservation design and development techniques, encouragement of alternative transportation modes, and implementation of transportation demand management strategies. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the AQMP. Therefore, Impact 5.2-1 would remain significant and unavoidable.

- **Impact 5.2-2:** Construction activities associated with buildout of the proposed General Plan Update could generate short-term emissions that exceed the South Coast Air Quality Management District's significance thresholds and would cumulatively contribute to the nonattainment designations of the South Coast Air Basin.

  Implementation of mitigation would reduce criteria air pollutant emissions from construction-related activities. However, due to the magnitude of emissions generated by future construction activities, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Therefore, Impact 5.2-2 would remain significant and unavoidable.

- **Impact 5.2-3:** Buildout of the proposed General Plan Update could generate long-term emissions that would exceed the South Coast Air Quality Management District's significance thresholds and could cumulatively contribute to the nonattainment designations of the South Coast Air Basin.

  Goals and policies are included in the proposed General Plan Update that would reduce air pollutant emissions. Measures included as part of the Climate Action Plan and General Plan to reduce idling,

natural gas use, and encourage use of alternative-fueled vehicles would also reduce criteria air pollutants within the City. However, due to the magnitude of emissions generated by office, commercial, industrial, and warehousing land uses, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Therefore, Impact 5.2-3 would remain significant and unavoidable.

- **Impact 5.2-4:** Buildout of the proposed General Plan Update could result in new sources of criteria air pollutant emissions and/or toxic air contaminants (TACs) near existing or planned sensitive receptors.

  Goals and policies are included in the proposed General Plan Update that would reduce concentrations of criteria air pollutant emissions and TACs generated by new development. Review of projects by SCAQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure health risks are minimized. Mitigation Measure 2-2 would ensure mobile sources of TACs not covered under SCAQMD permits are considered during subsequent project-level environmental review. Development of individual projects may achieve the incremental risk thresholds established by SCAQMD. However, the incremental increase in health risk associated with individual projects is considered cumulatively considerable and would contribute to already elevated levels of cancer and noncancer health risks in the SoCAB. Therefore, Impact 5.2-4 would remain significant and unavoidable.

Greenhouse Gas Emissions

- **Impact 5.5-1:** Implementation of the City of La Habra Climate Action Plan would ensure that buildout of the proposed General Plan would not result in a substantial increase in greenhouse gas emissions.

  The City's CAP includes mandatory measures for future development and existing land uses. The CAP is an enforceable document that the City is required to track and monitor in accordance with the implementation set forth within the CAP. In accordance with the implementation chapter of the CAP, the City will periodically update the community-wide GHG emissions inventory in 2013, 2015, and 2020. The City will also implement a monitoring and reporting program to evaluate the effectiveness of reduction measures with regards to progress towards meeting the goals of the CAP. GHG emissions reductions from growth within the City with implementation of the City's CAP would achieve the City's 2020 and 2035 GHG reduction targets. Furthermore, compared to existing conditions, GHG emissions with implementation of state measures and local GHG reduction measures identified in the City's CAP would be less than current emissions levels. Consequently, impacts from the General Plan would be less than significant.

  The City fully anticipates that the CAP will be adopted concurrently with the General Plan. However, if the CAP is not adopted at the time of the General Plan Update, then GHG emissions within the City would not achieve the GHG reduction targets for 2020 and 2035. This would result in a substantial adverse impact related to GHG emissions and would be significant and unavoidable.

7. Alternatives to the Proposed Project

7.1 INTRODUCTION

7.1.1 Purpose and Scope

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) include a discussion of reasonable project alternatives that would "feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines Section 15126.6). This chapter identifies potential alternatives to the proposed project and evaluates them, as required by CEQA.

Key provisions of the CEQA Guidelines on alternatives (Section 15126.6[a] through [f]) are summarized below to explain the foundation and legal requirements for the alternatives analysis in the EIR.

- "The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly" (15126.6[b]).

- "The specific alternative of 'no project' shall also be evaluated along with its impact" (15126.6[e][1]).

- "The no project analysis shall discuss the existing conditions at the time the Notice of Preparation (NOP) is published, and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives" (15126.6[e][2]).

- "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project" (15126.6[f]).

- "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (15126.6[f][1]).

- "For alternative locations, "only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR" (15126.6[f][2][A]).

- "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative" (15126.6[f][3]).

For each development alternative, the analysis:

- Describes the alterative,
- Analyzes the impact of the alternative as compared to the proposed project,
- Identifies the impacts of the project that would be avoided or lessened by the alternative,
- Assesses whether the alternative would meet most of the basic project objectives, and
- Evaluates the comparative merits of the alternative and the project.

Per the CEQA Guidelines Section 15126.6(d), additional significant effects of the alternatives are discussed in less detail than the significant effects of the project as proposed.

7.1.2 Project Objectives

As described in Section 3.2, the following objectives have been established for the La Habra General Plan Update project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts. These objectives are largely based on a vision statement that was developed by the City's General Plan Advisory Committee, Planning Commission, and City Council with input from the community. The vision statement was approved by the Commission and Council on July 18th, 2011.

- To provide a new General Plan that establishes the goals and policies to create a built environment that fosters the enjoyment, financial stability, and well-being of the entire community.

- To provide opportunities for residents to care for their neighbors, actively participate in events, shop at local businesses, and walk to parks, schools, and business districts.

- To celebrate the history and culture that uniquely defines La Habra.

- To support a diversity of uses, lifestyle choices, and amenities that provide an environment that is attractive and supportive for the lifelong living for all residents.

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

- To establish development patterns consistent with the existing community character.

- To construct infrastructure that reduces energy use, water consumption, and greenhouse gas emissions.

- To create a community that is balanced with places for living, working, shopping, recreation, entertainment, cultural enrichment, education, and enjoying nature.
- To preserve, maintain, and enhance La Habra's residential neighborhoods with well-maintained housing and properties, parks, schools, and other amenities contributing to the quality of life of residents.
- To place a high priority on the reinvestment and revitalization of the community to improve the quality and vitality of La Habra's commercial corridors including Whittier and La Habra Boulevards.
- To expand opportunities for the development of businesses that offer jobs to residents and lessen the need to commute to other communities.
- To provide and maintain high quality community facilities and programs that are accessible to the diversity of La Habra's residents, including seniors, youth, and special-needs groups.
- To maintain La Habra's parks as places that contribute to the health of residents and provide opportunities for meeting and socializing with neighbors.
- To enhance mobility, utility infrastructure, and community services to support businesses providing goods and services and job opportunities for residents.
- To offer travel options for residents, including choices for transit, bicycling, and walking.

7.2 ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the land use alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in this EIR.

7.2.1 Alternative Development Areas

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (Guidelines Sec. 15126[5][B][1]). The proposed project is the General Plan Update for the City of La Habra. The project is necessarily limited to the City of La Habra and its sphere-of-influence, since the City does not have the authority to impose policies outside these boundaries. Therefore, no alternative development areas were considered.

7.2.2 No Growth/No Development Alternative

The No Project/No Development Alternative would prohibit all new development, restricting growth in the City to its current status. The population would remain at existing levels, approximately 61,202 residents. No alterations to the City would occur (with the exception of previously approved development), and all residential development and commercial and industrial uses would generally remain in their current conditions. Some minor population growth could occur within the planning area, to the extent that existing residential units or units that have already been approved could accommodate additional residents (e.g., a decrease in vacancy rates). None of the impacts of the proposed General Plan would result. Future conditions within the planning area, except for the impacts of regional growth, would generally be the same as existing conditions, which were described in the environmental setting section for each environmental topic.

Implementation of this alternative would not provide adequate housing supply required to meet the City's obligations to provide its fair share of affordable housing in the region. Since the floor area ratio (FAR) would not be increased in commercial and industrial areas, this alternative would not improve the jobs/housing balance of the region, potentially reducing the number of vehicle miles traveled (VMT) in the South Coast Air Basin (SoCAB). This alternative would not achieve any of the objectives established for the project. As a result, this alternative has been rejected from further consideration.

7.3 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Based on the criteria listed above, the following three alternatives have been determined to represent a reasonable range of alternatives which have the potential to feasibly attain most of the basic objectives of the project but which may avoid or substantially lessen any of the significant effects of the project. These alternatives are analyzed in detail in the following sections.

- No Project/2020 Adopted General Plan Alternative
- Reduced Intensity Alternative
- Reduced Residential, Increased Nonresidential Alternative

An EIR must identify an "environmentally superior" alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed project and determined to be environmentally superior, neutral, or inferior. However, only those impacts found significant and unavoidable are used in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. Only the impacts involving air quality and GHG were found to be significant and unavoidable. Section 7.7 identifies the Environmentally Superior Alternative.

7.3.1 Alternatives Comparison

The following statistical analysis provides a summary of general socioeconomic build-out projections determined by the three land use alternatives, including the proposed project. It is important to note that these are not growth projections. That is, they do not anticipate what is likely to occur by a certain time horizon, but rather provide a build-out scenario that would only occur if all the areas of the City were to develop to the probable capacities yielded by the land use alternatives. The following statistics were developed as a tool to understand better the difference between the alternatives analyzed in the EIR. Table 7-1 identifies planning area-wide information regarding dwelling unit, population and employment projections, and also provides the jobs to housing ratio for each of the alternatives.

Table 7-1 Buildout Statistical Summary

	Existing Conditions	Proposed Project	No Project/2020 Adopted General Plan Alternative	Reduced Intensity Alternative	Reduced Residential, Increased Nonresidential Alternative
Dwelling Units	19,924	25,153	28,274	20,122	22,638
Population	61,202	74,831	87,600	61,812	67,348
Nonresidential Square Feet	8,087,350	12,523,299	14,400,000	10,018,639	13,775,629
Employment	16,064	26,634	35,546	21,307	29,297
Jobs-to-Housing Ratio	0.81	1.06	1.26	1.06	1.29

Source: Atkins, 2012.

7.4 NO PROJECT/2020 ADOPTED GENERAL PLAN ALTERNATIVE

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the impacts of the "No-Project" Alternative. When the project is the revision of an existing land use or regulatory plan, policy, or ongoing operation, the no-project alternative is the continuation of the plan, policy, or operation into the future. Therefore, in the No Project/2020 Adopted General Plan Alternative, the current land use plan would remain in effect. All proposed land use changes would not occur. Development in accordance with the 2020 General Plan would continue to occur, allowing for a total of: 28,274 residential units and 14.4 million square feet of commercial and industrial uses. This alternative would not include adoption of the Climate Action Plan (CAP).

7.4.1 Aesthetics

Impacts associated with degradation of scenic vistas and increased light and glare would be similar to the proposed project under this alternative, since the overall character of General Plan buildout would be similar. As with the proposed land use plan, the No Project/2020 Adopted General Plan Alternative would not alter the visual appearance of the City as to substantially degrade the existing visual character, because the City's adopted General Plan has goals and polices to maintain the aesthetic qualities of the City. This alternative would have the potential to generate new light or glare sources. However, any new improvements or developments would be subject to the City's design review process, design guidelines found in relevant

adopted Specific Plans, and aesthetics-related provisions of the zoning code, which would ensure that light and glare would be minimized. Overall, aesthetic impacts associated with the No Project/2020 Adopted General Plan Alternative would be similar to the proposed General Plan and would remain less than significant.

7.4.2 Air Quality

This alternative would increase both the construction- and operations-related air quality impacts of the proposed project. An increase in residential dwelling units and nonresidential square footage (commercial, office, industrial, and institutional) would increase regional and local construction-related air pollutant emissions compared to the proposed land use plan. As with the proposed project, the scale of development activity associated with buildout of this alternative would result in emissions that would exceed South Coast Air Quality Management District (SCAQMD) regional significance thresholds, cumulatively contribute to the nonattainment designations of the SoCAB for O_3 and particulate matter (PM_{10} and $PM_{2.5}$), and expose sensitive receptors to elevated concentration of air pollutants. Therefore, this alternative would also increase the project's significant and unavoidable construction-related air quality impacts.

Overall, this alternative would also increase pollutant emissions from both mobile and stationary sources. Because operational pollutant emissions associated with the proposed Land Use Plan are projected to substantially exceed the SCAQMD's regional thresholds for criteria pollutants, pollutant emissions would continue to exceed regional thresholds for VOC, NO_X, CO, SO_2, PM10, and $PM_{2.5}$. Operational-related pollutant emissions would still cumulatively contribute to the SoCAB nonattainment designations for O_3, PM_{10}, and $PM_{2.5}$. In comparison to the proposed land use plan, this alternative would increase air quality impacts generated within the planning area. Significant and unavoidable short- and long-term air quality impacts would remain.

7.4.3 Cultural Resources

Under this alternative, the amount of undeveloped acreage available for new development would remain the same. As a result, impacts to cultural resources would be expected to be substantially similar to those of the proposed project. Ground-disturbing activities associated with buildout of the 2020 General Plan would continue to occur in order to accommodate new development. Consequently, the potential of encountering fossil-bearing soils and rock formations, destroying below-ground paleontological resources, and affecting archaeological sites and sites of significance would still occur, similar to the proposed project. However, cultural resources are addressed on a site-by-site basis, and the probability of uncovering new resources or disturbing known resources is considered in project-level environmental review. Mitigation measures to lessen or negate impacts are created for projects that have the potential to disturb cultural resources. Therefore, implementation of the No Project/2020 Adopted General Plan Alternative would result in similar impacts compared to the buildout of the proposed project. Impacts would remain less than significant.

7.4.4 Geology and Soils

Earthquake hazards would be of similar magnitude under the No Project/2020 Adopted General Plan Alternative as under the proposed project, because future development would still occur throughout the City. The area near the unnamed fault east of South Idaho Street is not planned for new development in either scenario. Other site-specific geological hazards associated with ground failure—including liquefaction—would also be similar for this alternative relative to the proposed project. New development under either scenario would be expected to conform to the most recent California Building Codes, which include strict building specifications to ensure structural and foundational stability. Impacts would remain less than significant under the No Project/2020 Adopted General Plan Alternative.

7.4.5 Greenhouse Gas Emissions

Buildout of the No Project/2020 Adopted General Plan Alternative would increase ADT compared to buildout of the proposed project, resulting in an increase of GHG emissions from mobile sources. This alternative lacks the potential GHG-reduction benefits derived from the greater amount of mixed-use and higher-intensity development allowed in the City under the proposed project. These types of development could reduce per-capita VMT and ADT by as much as 30 percent by reducing the distance between employment, services and amenities, and residences, in addition to supporting higher utilization of alternative modes of transportation (Urban Land Institute 2008). In addition, because the No Project/2020 Adopted General Plan Alternative would not include adoption of the proposed CAP, emissions would not achieve the City's GHG reduction targets for 2020 and 2035 and would result in a substantial increase in GHG emissions. Therefore, this alternative would result in significant and unavoidable GHG impacts.

7.4.6 Hazards and Hazardous Materials

Impacts related to hazards and hazardous materials under this alternative would be similar to those under the proposed project. Development under the No Project/2020 Adopted General Plan Alternative could also expose people to hazardous substances that may be present in soil or groundwater. Demolition activities could expose workers and the environment to asbestos-containing materials and/or lead-based paint and residues. However, development under both the proposed project and this alternative would be held to federal, state, and local policies protecting humans and the environment from exposure to hazards. Compliance with the provisions of hazardous material policies in the City's Municipal Code and implementation of existing regulations related to hazardous materials and fire danger would reduce this impact to a less-than-significant level. For future developments on hazardous materials sites, appropriate remediation activities would be required before construction activities could be permitted. Similar to the proposed project, impacts would be less than significant. Overall, impacts of this alternative related to hazards and hazardous materials would be similar compared to the proposed project. These impacts would remain less than significant.

7.4.7 Hydrology and Water Quality

Continued implementation of the adopted General Plan would have similar hydrology and water quality impacts to the proposed project. The planning area is essentially built out and new development in both scenarios would be mostly infill development. Therefore, minimal alterations to drainage patterns and hydrological patterns would occur under both scenarios. Similar to the proposed project, runoff would be subject to NPDES permit standards and provisions stipulated in the drainage area management plan. If necessary, treatment would be employed to remove excess pollutants from runoff during the construction and operational phases of development. The adopted policies that offer protection from water quality impairment would continue to be implemented to treat runoff to the maximum extent practicable. These impacts would be similar to the proposed project and would remain less than significant.

7.4.8 Land Use and Planning

The benefits of providing new opportunities for the development of mixed uses and new flexibility in building intensity in commercial and industrial areas would not occur with the No Project/2020 Adopted General Plan Alternative, Furthermore, unlike with the proposed project, progress towards better achieving SCAG's regional goals for integrating land use and transportation would not occur. Although no conflicts with adopted plans and policies would occur and impacts relating to land use and planning would remain less than significant, this alternative lacks the positive benefits of the policies and land use changes in the proposed project.

7.4.9 Noise

The No Project/2020 Adopted General Plan Alternative would increase short-term construction-related impacts associated with the proposed land use plan. The increase in construction activities related to residential and nonresidential development would also increase potential short-term vibration impacts to sensitive receptors. Additionally, this alternative would increase potential long-term noise impacts from mobile and stationary sources. Therefore, continued implementation of the 2020 General Plan would also expose sensitive receptors to elevated noise levels compared to implementation of the proposed project. Overall, noise impacts would be greater than the proposed project.

7.4.10 Population and Housing

Compared to the proposed project, the jobs-housing balance in La Habra would be slightly higher, at 1.26 (more jobs-rich), than under the proposed project (1.06). Despite an improved jobs-housing balance, the No Project/2020 Adopted General Plan Alternative would result in a greater impact on population and housing than the proposed project due to its increased inducement of population growth. However, impacts to population and housing would remain less than significant.

7.4.11 Public Services

Under the No Project/2020 Adopted General Plan Alternative, development would occur throughout the City as permitted by the adopted General Plan. Under this alternative, impacts associated with fire protection,

law enforcement, and library services would be greater compared to the proposed project. As with the proposed project, impacts to public services would be offset by development fees and tax revenues that are generated roughly proportional to the amount of development occurring in the planning area. Because implementation of this alternative would result in a greater number of dwelling units and would therefore generate more students than the proposed project, its implementation would have a greater impact on school services compared to the proposed project. However, as under the proposed project, impacts to school services would be less than significant through the application of SB 50 fees generated by new development.

7.4.12 Recreation

Under the No Project/2020 Adopted General Plan Alternative, the City would continue to function under the direction of the adopted General Plan. Due to the greater projected buildout population under this alternative, demands on existing recreational facilities would be increased compared to the proposed project. As a result, more parkland would be required to serve the planning area at buildout. Therefore, this alternative would increase impacts of the proposed project on recreation. However, overall impacts would remain less than significant upon continued application of parkland in-lieu fees generated by new development.

7.4.13 Transportation and Traffic

At buildout, this alternative would result in additional dwelling units and nonresidential square footage compared to the proposed project. These additional land uses would substantially increase traffic in La Habra, including at roadway segments and intersections identified in Section 5.13, *Transportation and Traffic*, as operating at or near an unacceptable level of service under the proposed project. The No Project/2020 Adopted General Plan Alternative would also not involve the implementation of policies in the proposed General Plan and CAP that advocate development of multi-modal transit in La Habra. Therefore, this alternative would increase traffic impacts in La Habra compared to the proposed project.

7.4.14 Utilities and Service Systems

Under the No Project/2020 Adopted General Plan Alternative, impacts to utilities and service systems would be increased due to greater growth in residential and nonresidential land uses. Impacts would remain less than significant due to the planning area's built-out nature and the adequacy of existing infrastructure (as discussed in Section 5.14 of this EIR) but would be slighter greater than under the proposed project.

7.4.15 Conclusion

The No Project/2020 Adopted General Plan Alternative would have similar impacts for aesthetics; cultural resources; geology and soils; hazards and hazardous materials; and hydrology and water quality. The alternative would have greater impacts to air quality, GHG, land use and planning, noise, population and housing, public services, recreation, traffic, and utilities. Impacts to air quality and GHG would be significant and unavoidable.

The adoption of the No Project/2020 Adopted General Plan Alternative would leave the City open for future growth that may not be compatible with the goals and objectives of the City. In addition, such growth

would not provide the mix of uses and housing that would be allowed under the proposed General Plan. The No Project/2020 Adopted General Plan Alternative fails to accomplish the project objectives in the City's vision and has other potential environmental impacts resulting from its implementation. Specifically, the No Project/2020 Adopted General Plan Alternative does not promote mixed-use development, does not prioritize the reinvestment and revitalization of La Habra's commercial corridors, and does not expand opportunities for the development of businesses that offer jobs to residents.

7.5 REDUCED INTENSITY ALTERNATIVE

The Reduced Intensity Alternative was selected to reduce significant and unavoidable impacts related to air quality and GHG emission. This alternative would reduce development intensity at General Plan buildout by 20 percent for both residential and nonresidential uses. The reduction would occur citywide. A buildout statistical summary of this alternative compared to the proposed General Plan is shown above in Table 7-1. Note that this alternative would result in lower buildout development intensity than allowed under the 2020 General Plan; for instance, at buildout this alternative would permit development of 20,122 residential units and about 10 million square feet of nonresidential land uses; corresponding figures for the 2020 General Plan are 28,274 units and 14.4 million square feet.

7.5.1 Aesthetics

Impacts associated with degradation of scenic vistas and increased light and glare would be similar to the proposed project under this alternative, since the overall character of the General Plan buildout would be similar. As with the proposed land use plan, the Reduced Intensity Alternative would not alter the visual appearance of the City as to substantially degrade the existing visual character, because the proposed General Plan has goals and polices to maintain the aesthetic qualities of the City. This alternative would have the potential to generate new light or glare sources. However, any new improvements or developments would be subject to the City's design review process, design guidelines found in relevant adopted Specific Plans, and aesthetics-related provisions of the zoning code, which would ensure that light and glare would be minimized. Overall, aesthetic impacts associated with the Reduced Intensity Alternative would be similar but slightly reduced compared to the proposed project due to the reduced amount of residential and nonresidential development allowed. However, these impacts would be similar to the proposed project and would remain less than significant.

7.5.2 Air Quality

This alternative would reduce both the construction- and operations-related air quality impacts of the proposed project. A reduction in residential dwelling units and nonresidential square footage (commercial, office, industrial, and institutional) would slightly reduce regional and local construction-related air pollutant emissions compared to the proposed land use plan. However, due to the scale of development activity associated with buildout of this alternative, emissions would still exceed South Coast Air Quality Management District (SCAQMD) regional significance thresholds, cumulatively contribute to the nonattainment designations of the SoCAB for O_3 and particulate matter (PM_{10} and $PM_{2.5}$), and expose

sensitive receptors to elevated concentration of air pollutants. Therefore, this alternative would substantially reduce but not eliminate the project's significant and unavoidable construction-related air quality impacts.

Under the Reduced Intensity Alternative, a reduction in residential dwelling units and nonresidential square footage would result in fewer vehicle trips compared to the proposed project. As a result, mobile-source emissions would be reduced. A reduction in new and expanded land uses would also reduce the number of stationary sources of emissions. Overall, this alternative would reduce pollutant emissions from both mobile and stationary sources. However, operational pollutant emissions associated with the proposed Land Use Plan are projected to substantially exceed the SCAQMD's regional thresholds for criteria pollutants, and a 20 percent reduction in land uses from this alternative would not reduce operational pollutant emissions to under the regional thresholds for VOC, NO_X, CO, SO_2, PM10, and $PM_{2.5}$. Therefore, operational-related pollutant emissions would still cumulatively contribute to the SoCAB nonattainment designations for O_3, PM_{10}, and $PM_{2.5}$. In comparison to the proposed land use plan, this alternative would reduce air quality impacts generated within the City by approximately 20 percent for nonresidential and 20 percent for residential uses; however, as discussed above, significant and unavoidable short- and long-term impacts would remain.

7.5.3 Cultural Resources

Under this alternative, development intensity would be reduced compared to the proposed project. However, the amount of undeveloped acreage available for new development would remain the same. As a result, impacts to cultural resources would be expected to be substantially similar to those of the proposed project. Ground-disturbing activities associated with both scenarios would occur in order to accommodate new development. Consequently, the potential of encountering fossil-bearing soils and rock formations, destroying below-ground paleontological resources, and affecting archaeological sites and sites of significance, occur under both scenarios. However, cultural resources are addressed on a site-by-site basis, and the probability of uncovering new resources or disturbing known resources is considered in project-level environmental review. Mitigation measures to lessen or negate impacts are created for projects that have the potential to disturb cultural resources. Therefore, implementation of the Reduced Intensity Alternative would result in similar, although slightly reduced, impacts compared to the buildout of the proposed project. Impacts would remain less than significant.

7.5.4 Geology and Soils

Earthquake hazards would be of similar magnitude under the Reduced Intensity Alternative as under the proposed project, because future development would still occur throughout the City. The area near the unnamed fault east of South Idaho Street is not planned for new development in either scenario. Other site-specific geological hazards associated with ground failure—including liquefaction—would also be similar for this alternative relative to the proposed project. New development under both alternatives would be expected to conform to the most recent California Building Codes, which include strict building specifications to ensure structural and foundational stability. In terms of geologic hazards, this alternative would have a slightly reduced impact compared to the proposed project due to the reduced amount of overall development

allowed in the planning area. Impacts would remain less than significant under the Reduced Intensity Alternative and the proposed project.

7.5.5 Greenhouse Gas Emissions

The Reduced Intensity Alternative would potentially reduce ADT compared to the proposed project, resulting in a reduction of GHG emissions from mobile sources. Because the alternative would provide less capacity for residential and nonresidential development, GHG emissions from project-related construction activities would also be potentially reduced. In addition, implementation of GHG reduction measures in the CAP—should the City choose to adopt it—would ensure that La Habra achieve its reduction targets for 2020 and 2035. Therefore, this alternative would result in reduced GHG impacts compared to the proposed project and GHG-related impacts would remain less than significant.

7.5.6 Hazards and Hazardous Materials

Impacts related to hazards and hazardous materials under this alternative would be similar to those under the proposed project, though slightly reduced, since the Reduce Intensity Alternative would reduce overall development intensity in the planning area. Consequently, impacts related to the routine transport, use, or disposal of hazardous materials, as well as those related to reasonably foreseeable upset conditions, would be slightly reduced. Development under this alternative could expose people to hazardous substances that may be present in soil or groundwater. Demolition activities could expose workers and the environment to asbestos-containing materials and/or lead-based paint and residues. However, development under both the proposed project and this alternative would be held to federal, state, and local policies protecting humans and the environment from exposure to hazards. Compliance with the provisions of hazardous material policies in the City's Municipal Code and implementation of existing regulations related to hazardous materials and fire danger would reduce this impact to a less-than-significant level. For future developments on hazardous materials sites, appropriate remediation activities would be required before construction activities could be permitted. Similar to the proposed project, impacts would be less than significant. Overall, impacts of this alternative related to hazards and hazardous materials would be similar—although slightly reduced—compared to the proposed project. These impacts would remain less than significant.

7.5.7 Hydrology and Water Quality

The Reduced Intensity Alternative would have similar, but slightly reduced, hydrology and water quality impacts compared to the proposed project. The planning area is essentially built out and new development in both scenarios would be mostly infill development. Therefore, minimal alterations to drainage patterns and hydrological patterns would occur under both scenarios. Similar to the proposed project, runoff would be subject to NPDES permit standards and provisions stipulated in the drainage area management plan. If necessary, treatment would be employed to remove excess pollutants from runoff during the construction and operational phases of development. The adopted policies that offer protection from water quality impairment would continue to be implemented to treat runoff to the maximum extent practicable. Because buildout of the Reduce Intensity Alternative would result in less growth of residential and nonresidential

development in the planning area, it would have hydrology and water quality impacts slightly reduced than under the proposed project. These impacts would remain less than significant.

7.5.8 Land Use and Planning

Although buildout of the Reduced Intensity Alternative would reduce development intensities in the planning area, the location and designation of land uses would remain the same as those identified in the proposed General Plan. In addition, like under the proposed project, this alternative would involve implementation of policies and implementation programs in the proposed General Plan that address its consistency with applicable land use plans, policies, and regulations (discussed in Chapter 5.8). Therefore, land use impacts would be generally the same between this alternative and the proposed project. Impacts would remain less than significant.

7.5.9 Noise

The Reduced Intensity Alternative would reduce short-term construction-related impacts associated with the proposed land use plan. Under this alternative, General Plan buildout would allow less residential and nonresidential development compared to the proposed project, reducing potential short-term noise impacts from construction development and redevelopment projects. The decrease in construction activities related to residential and nonresidential development would also reduce potential short-term vibration impacts to sensitive receptors. Additionally, this alternative would reduce potential long-term noise impacts from mobile and stationary sources. In addition to fewer stationary sources of noise, the reduced amount of allowable development intensity would generate fewer vehicle trips on local roadways. Therefore, implementation of this alternative would reduce exposure of sensitive receptors to noise levels compared to implementation of the proposed project. Overall, this alternative would reduce short- and long-term noise impacts of the proposed project. Noise impacts would remain less than significant.

7.5.10 Population and Housing

Compared to the proposed project, buildout of this alternative would result in 5,327 fewer jobs and 14,966 fewer residents. Because land use intensity for residential and nonresidential would be reduced at a proportional rate, the jobs-housing balance in La Habra at buildout (1.06 jobs per dwelling unit) would be the same under this alternative as under the proposed project. The Reduced Intensity Alternative would result in a smaller population impact than the proposed project due to its reduced inducement of population growth. Impacts to population and housing would remain less than significant.

7.5.11 Public Services

Under the Reduced Intensity Alternative, development would occur throughout the City, similar to the proposed project. Under this alternative, impacts associated with fire protection, law enforcement, and library services would be reduced compared to the proposed project, since there would be approximately 5,031 less dwelling units and 14,966 less residents in the planning area at buildout. Similar to the proposed project, impacts to these public services would be offset by development fees and tax revenues that are generated

roughly proportional to the amount of development occurring in the planning area. Because implementation of this alternative would result in fewer dwelling units and would therefore generate fewer students than the proposed project, its implementation would also have a reduced impact on school services compared to the proposed project. As under the proposed project, impacts to school services would be less than significant through the application of SB 50 fees generated by new development.

7.5.12 Recreation

Due to the reduced projected buildout population under the Reduced Intensity Alternative, demands on existing recreational facilities would be slightly reduced compared to the proposed project. As a result, less parkland would be required to serve the planning area at buildout. Therefore, this alternative would slightly reduce impacts of the proposed project on recreation. Impacts would remain less than significant upon continued application of parkland in-lieu fees generated by new development.

7.5.13 Transportation and Traffic

At buildout, this alternative would result in 5,031 fewer dwelling units and 2.5 million fewer square feet of nonresidential uses compared to the proposed project. This decrease in overall development intensity would generate a reduction of traffic in the planning area compared to the proposed project, including at the intersections identified in Section 5.13 as operating at an unacceptable level of service without mitigation at buildout of the proposed project. Therefore, the Reduced Intensity Alternative would decrease traffic impacts in La Habra compared to the proposed project. Similar to the project, traffic impacts would be less than significant because the City implements intersection improvements based on LOS standards and developers pay an in-lieu fee based on their direct impacts to those intersections.

7.5.14 Utilities and Service Systems

Under the Reduced Intensity Alternative, impacts to utilities and service systems would be slightly reduced compared to under the proposed project due to reduced growth in residential and nonresidential land uses. Impacts would remain less than significant due to the planning area's built-out nature and the adequacy of existing infrastructure (as discussed in Section 5.14 of this EIR).

7.5.15 Conclusion

The Reduced Intensity Alternative would have similar, but slightly reduced, impacts for aesthetics; cultural resources; geology and soils; hazards and hazardous materials; hydrology and water quality; land use and planning; public services; recreation; and utilities. The alternative would have substantially lesser impacts to air quality, GHG, noise, population, and traffic. Although they would be reduced compared to the proposed project, impacts to air quality and GHG would remain significant and unavoidable.

Although the Reduced Intensity Alternative meets many of the objectives established for the project, it would meet them to a lesser degree. In particular, the alternative's reduction in commercial and industrial development intensity would provide less new job opportunities for residents, less opportunities for

revitalization of La Habra's commercial corridors, and would not lessen the need to commute to other communities.

7.6 REDUCED RESIDENTIAL, INCREASED NONRESIDENTIAL ALTERNATIVE

SCAG has indicated that a jobs/housing ratio of 1.50 typifies a "balanced" city. Since it is projected that the jobs/housing ratio in La Habra would be approximately 1.06, a housing-rich ratio, this alternative will look at the impacts resulting from increased nonresidential uses in the City. In comparison to the proposed General Plan Update, this alternative would reduce development intensity at General Plan buildout by 10 percent for residential uses and would increase development intensity of nonresidential uses by 10 percent. The Reduced Residential, Increased Nonresidential Alternative would result in 67,348 residents and 29,297 jobs and a jobs/housing ratio of 1.29. Compared to the proposed project, this alternative would result in 2,515 fewer dwelling units and 1.25 million additional square feet of nonresidential uses.

7.6.1 Aesthetics

Impacts associated with degradation of scenic vistas and increased light and glare would be similar to the proposed project under this alternative, since the overall character of General Plan buildout would be similar. As with the proposed land use plan, the Reduced Residential, Increased Nonresidential Alternative would not alter the visual appearance of the City as to substantially degrade the existing visual character, because the proposed General Plan has goals and polices to maintain the aesthetic qualities of the City. This alternative would have the potential to generate new light or glare sources. However, any new improvements or developments would be subject to the City's design review process, design guidelines found in relevant adopted Specific Plans, and aesthetics-related provisions of the zoning code, which would ensure that light and glare would be minimized. Overall, aesthetic impacts associated with the Reduced Residential, Increased Nonresidential Alternative would be similar to those under the proposed project and would remain less than significant.

7.6.2 Air Quality

Air quality impacts from construction would be similar to the proposed project. Because commercial uses generally have higher trip rates compared to residential uses, the increase in nonresidential uses would result in increased pollutant emissions. However, creating a more balanced jobs/housing ratio would reduce VMT by placing more employment opportunities near existing housing. Overall, the increase in the ADT would result in increased air quality impacts. Ultimately, due to the decrease in residential dwelling units and subsequent decrease in daily trips, this alternative would be considered environmentally superior to the proposed project. However, significant and unavoidable short- and long-term air quality impacts would remain.

7.6.3 Cultural Resources

Upon buildout of this alternative, residential development intensity would be reduced but nonresidential development would be increased. However, the amount of undeveloped acreage available for new development would remain the same. As a result, impacts to cultural resources would be expected to be substantially similar to those of the proposed project. Ground-disturbing activities associated with both scenarios would occur in order to accommodate new development. Consequently, the potential of encountering fossil-bearing soils and rock formations, destroying below-ground paleontological resources, and affecting archaeological sites and sites of significance would occur under both scenarios. However, cultural resources are addressed on a site-by-site basis, and the probability of uncovering new resources or disturbing known resources is considered in project-level environmental review. Mitigation measures to lessen or negate impacts are created for projects that have the potential to disturb cultural resources. Therefore, implementation of the Reduced Residential, Increased Nonresidential Alternative would result in similar impacts related to cultural resources compared to the buildout of the proposed project. Impacts would remain less than significant.

7.6.4 Geology and Soils

Earthquake hazards would be of similar magnitude under the Reduced Residential, Increased Nonresidential Alternative as under the proposed project, because future development would still occur throughout the City. The area near the unnamed fault east of South Idaho Street is not planned for new development in either scenario. Other site-specific geological hazards associated with ground failure—including liquefaction—would also be similar for this alternative relative to the proposed project. New development under both alternatives would be expected to conform to the most recent California Building Codes, which include strict building specifications to ensure structural and foundational stability. In terms of geologic hazards, this alternative would have a similar impact compared to the proposed project. Impacts would remain less than significant.

7.6.5 Greenhouse Gas Emissions

Buildout of the Reduced Residential, Increased Nonresidential Alternative would likely result in GHG-related impacts similar to those under the proposed project. Although buildout of this alternative would result in the development of 1.25 million additional square feet of nonresidential development compared to the proposed project, it would result in more balanced jobs-housing ratio (1.29) than that under the proposed project (1.06). This improved jobs-housing balance could reduce the amount of out-commuting from La Habra, reducing VMT and GHG emissions from mobile sources. However, because commercial uses generally have higher trip rates compared to residential uses, the increase in nonresidential uses would result in increased ADT resulting in an increase in GHG emissions overall.

Buildout of the Reduced Residential, Increased Nonresidential Alternative would have similar impacts on GHG emissions from project-related construction activities. However, GHG reduction measures in the CAP—should the City choose to adopt it—would address this potential increase. Adoption and implementation of the CAP would ensure that La Habra achieves its GHG reduction targets for 2020 and

2035. Overall, this alternative would result in GHG impacts similar to those under the proposed project and GHG-related impacts would remain less than significant.

7.6.6 Hazards and Hazardous Materials

Impacts related to hazards and hazardous materials under this alternative would be similar, but slightly greater, as those under the proposed project, since the Reduced Residential, Increased Nonresidential Alternative involves an increase in commercial and industrial uses that may handle or transport hazardous materials. Development under this alternative could expose people to hazardous substances that may be present in soil or groundwater. Demolition activities could expose workers and the environment to asbestos-containing materials and/or lead-based paint and residues. However, development under both the proposed project and this alternative would be held to federal, state, and local policies protecting humans and the environment from exposure to hazards. Compliance with the provisions of hazardous material policies in the City's Municipal Code and implementation of existing regulations related to hazardous materials and fire danger would reduce this impact to a less-than-significant level. For future developments on hazardous materials sites, appropriate remediation activities would be required before construction activities could be permitted. Overall, impacts of this alternative related to hazards and hazardous materials would be similar but slightly greater than those under the proposed project and would remain less than significant.

7.6.7 Hydrology and Water Quality

The Reduced Residential, Increased Nonresidential Alternative would have similar hydrology and water quality impacts to the proposed project. Minimal alterations to drainage and hydrological patterns would occur under both scenarios. Similar to the proposed project, runoff would be subject to NPDES permit standards and provisions stipulated in the drainage area management plan. If necessary, treatment would be employed to remove excess pollutants from runoff during the construction and operational phases of development. The adopted policies that offer protection from water quality impairment would continue to be implemented to treat runoff to the maximum extent practicable. Hydrology and water quality impacts would remain less than significant.

7.6.8 Land Use and Planning

Although buildout of the Reduced Residential, Increased Nonresidential Alternative would change development intensities in the planning area, the location and designation of land uses would remain the same as those identified in the proposed General Plan. In addition, like under the proposed project, this alternative would involve implementation of policies and programs in the proposed General Plan that address its consistency with applicable land use plans, policies, and regulations (discussed in Chapter 5.8). Therefore, land use impacts would be generally the same between this alternative and the proposed project. Impacts would remain less than significant.

7.6.9 Noise

The Reduced Residential, Increased Nonresidential Alternative would result in similar short-term construction-related impacts associated with the proposed land use plan. Impacts would remain less than significant.

Under this alternative, General Plan buildout would allow an increase in nonresidential development compared to the proposed project, resulting in an increase in ADT and long-term noise impacts from mobile sources. Therefore, implementation of this alternative would increase exposure of sensitive receptors to noise levels compared to implementation of the proposed project, but less than significant with mitigation.

7.6.10 Population and Housing

The Reduced Residential, Increased Nonresidential Alternative improves the overall jobs-housing balance of the proposed project. Compared to the proposed project, buildout of this alternative would result in 2,663 additional jobs but 7,438 fewer residents. At buildout, the jobs-housing balance in La Habra would be slightly higher, at 1.29 (more jobs-rich), than under the proposed project (1.06). Due to its decreased inducement of population growth in the planning area, the Reduced Residential, Increased Nonresidential Alternative would result in a reduced impact on population and housing compared to the proposed project. Impacts to population and housing would remain less than significant.

7.6.11 Public Services

Under the Reduced Residential, Increased Nonresidential Alternative, development would occur throughout the City, similar to the proposed project. Under this alternative, impacts associated with fire protection, law enforcement, and library services would be reduced compared to the proposed project, since there would be approximately 2,515 less dwelling units and 7,483 less residents compared to the proposed project. Similar to the proposed project, impacts to these public services would be offset by development fees and tax revenues that are generated roughly proportional to the amount of development occurring in the planning area. Because implementation of this alternative would result in fewer dwelling units and would therefore generate fewer students than the proposed project, its implementation would also have a reduced impact on school services compared to the proposed project. As under the proposed project, impacts to school services would be less than significant through the application of SB 50 fees generated by new development.

7.6.12 Recreation

Due to the reduced projected buildout population under the Reduced Residential, Increased Nonresidential Alternative, demands on existing recreational facilities would be reduced compared to the proposed project. As a result, less parkland would be required to serve the planning area at buildout. Therefore, this alternative would slightly reduce impacts of the proposed project on recreation. Impacts would remain less than significant upon continued application of parkland in-lieu fees generated by new development.

7.6.13 Transportation and Traffic

At buildout, this alternative would result in 2,515 fewer dwelling units but 1.25 million additional square feet of nonresidential uses compared to the proposed project. This change in overall development intensity would likely generate a similar amount of traffic in the planning area compared to the proposed project. Although an improved jobs-housing balance of 1.29 could result in some La Habra residents traveling shorter distances to and from work, the increased nonresidential development intensity allowed under this alternative would result in an increase in overall traffic generated by the project and result in increased transportation and traffic impacts. Similar to under the proposed project, the City implements intersection improvements based on LOS standards and developers pay an in-lieu fee based on their direct impacts to impacted intersections. However, it cannot be determined at this time whether mitigation measures would be feasible due to potential right-of-way constraints.

7.6.14 Utilities and Service Systems

Upon buildout of this alternative, impacts to utilities and service systems would be greater than the proposed project due to the increase in nonresidential uses. Although 1.25 million additional square feet of nonresidential uses would require some upgrading of utilities infrastructure, impacts would remain less than significant due to the planning area's built-out nature and the overall extent of existing infrastructure (as discussed in Section 5.14 of this EIR).

7.6.15 Conclusion

The Reduced Residential, Increased Nonresidential Alternative would result in greater environmental impacts than the proposed project. This alternative would increase impacts to air quality, GHG, noise, and traffic. Significant and unavoidable impacts to air quality and GHG would remain similar to the proposed project. Impacts related to aesthetics, cultural resources, geology and soils, hazards and hazardous materials, hydrology/water quality, land use and planning, and utilities would be similar to the proposed project. Impacts related to population and housing, public services, and recreation would decrease due to the reduction in population and dwelling units.

This alternative would meet all of the project objectives. By increasing nonresidential uses this alternative would meet the following project objectives to a greater degree than the proposed project:

- To place a high priority on the reinvestment and revitalization of the community to improve the quality and vitality of La Habra's commercial corridors including Whittier and La Habra Boulevards.

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

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

7.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the "environmentally superior alternative" and, in cases where the "No Project" Alternative is environmentally superior to the proposed project, the environmentally superior development alternative must be identified. One alternative has been identified as "environmentally superior" to the proposed project:

- Reduced Intensity Alternative

Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts." [Guidelines Sec. 15126.6(c)]

The Reduced Intensity Alternative would have the greatest effect on reducing the significant air quality and noise impacts associated with the project. However, it would not reduce these impacts to a less than significant level. Impacts related to aesthetics, cultural resources, geology, hazards and hazardous materials, land use, public services, recreation, and utilities and service systems would also be slightly reduced. Impacts to GHG and traffic would also be substantially reduced, but similar to proposed project, would be less than significant. The Reduced Intensity Alternative generally meets the objectives established for the proposed project, but many to a lesser degree as discussed in Section 7.5.15, above.

8. Impacts Found Not to Be Significant

California Public Resources Code Section 21003 (f) states: "…it is the policy of the state that…[a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in the State California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15126.2(a), which states that "[a]n EIR [Environmental Impact Report] shall identify and focus on the significant environmental impacts of the proposed project" and Section 15143, which states that "[t]he EIR shall focus on the significant effects on the environment." The Guidelines allow use of an Initial Study to document project effects that are less than significant (Guidelines Section 15063[a]). Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant, and were therefore not discussed in detail in the EIR.

8.1 ASSESSMENT IN THE INITIAL STUDY

The Initial Study prepared for the proposed project in May 2013 determined that the impacts listed below would be less than significant. Consequently, they have not been further analyzed in this EIR. Please refer to the Initial Study in Appendix A for explanation of the basis of these conclusions. Impact categories and questions below are summarized directly from the CEQA Environmental Checklist in the Initial Study.

Table 8-1 Impacts Found Not to Be Significant

Environmental Issues	Initial Study Determination
I. AESTHETICS. Would the project:	
a) Have a substantial adverse effect on a scenic vista?	Less Than Significant Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact

8. Impacts Found Not to Be Significant

Table 8-1 Impacts Found Not to Be Significant

Environmental Issues	Initial Study Determination
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	
e) Create objectionable odors affecting a substantial number of people?	Less Than Significant Impact
IV. BIOLOGICAL RESOURCES. Would the project:	
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Less Than Significant Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	Less Than Significant Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less Than Significant Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less Than Significant Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less Than Significant Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact
V. CULTURAL RESOURCES. Would the project:	
d) Disturb any human remains, including those interred outside of formal cemeteries?	Less Than Significant Impact
VI. GEOLOGY AND SOILS. Would the project:	
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	
iv) Landslides?	Less Than Significant Impact
b) Result in substantial soil erosion or the loss of topsoil?	Less Than Significant Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Less Than Significant Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	No Impact

8. Impacts Found Not to Be Significant

Table 8-1 Impacts Found Not to Be Significant

Environmental Issues	Initial Study Determination
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
X. LAND USE AND PLANNING. Would the project:	
a) Physically divide an established community?	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	No Impact
XI. MINERAL RESOURCES. Would the project:	
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	Less Than Significant Impact
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Less Than Significant Impact
XII. NOISE. Would the project result in:	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	No Impact
XIII. POPULATION AND HOUSING. Would the project:	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Less Than Significant Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Less Than Significant Impact
XVI. TRANSPORTATION/TRAFFIC. Would the project:	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less Than Significant Impact
e) Result in inadequate emergency access?	Less Than Significant Impact

8. Impacts Found Not to Be Significant

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9. Significant Irreversible Changes Due to the Proposed Project

Section 15126.2(c) of the CEQA Guidelines requires that an environmental impact report (EIR) describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. Buildout of the City of La Habra General Plan Update would occur over the next 22 years and more. Implementation of the proposed project would provide guidance for additional residential, commercial, and industrial development consistent with the City of La Habra's goals and policies. The significant irreversible changes due to the proposed project are:

- Future development would involve construction activities that entail the commitment of nonrenewable and/or slowly renewable energy resources, including gasoline, diesel fuel, and electricity; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, and water.

- An increased commitment of social services and public maintenance services (e.g., police, fire, and sewer and water services) would be required. The energy and social service commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed.

- Population growth related to project implementation would increase vehicle trips over the long term. Emissions associated with such vehicle trips would continue to contribute to the South Coast Air Basin's nonattainment designation for ozone (O_3), fine inhalable particulate matter ($PM_{2.5}$), coarse inhalable particulate matter (PM_{10}), and lead (Los Angeles County only) under the California and National ambient air quality standards (AAQS) and nonattainment for nitrogen (NO_2) under the California AAQS.

- Future development of the proposed project is a long-term irreversible commitment of vacant parcels of land or redevelopment of existing developed land in the City of La Habra and its sphere of influence.

9. Significant Irreversible Changes Due to the Proposed Project

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10. Growth-Inducing Impacts of the Proposed Project

Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster other activities which could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

- Would this project result in the need to expand one or more public services to maintain desired levels of service?

- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which this project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this EIR.

Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

Minor extensions of existing utility facilities from surrounding roadways, including water and sewer lines, may be required for future development. However, as discussed in Section 5.14, *Utilities and Service Systems*, implementation of the General Plan Update can generally be accommodated with utilization of existing storm drain, water, and sewer infrastructure. Major upgrades to older facilities or facilities with existing deficiencies may be necessary during implementation of the General Plan Update. However, upgrades to existing infrastructure would not remove obstacles to growth, since they already provide service to the area.

10. Growth-Inducing Impacts of the Proposed Project

Proposed as part of the General Plan Update's Mobility/Circulation chapter are reclassifications and improvements of certain arterials throughout the City to accommodate projected circulation needs. Figure 5.13-1 shows the planning area's future roadway network. Improvements that focus on other modes of transportation are also recommended in the Mobility/Circulation Chapter, consistent with the Complete Streets Act (California Assembly Bill 1358). Buildout of the City's circulation network would accommodate additional vehicles generated by growth allowed under the General Plan Update. However, as described in the Mobility/Circulation chapter of the proposed General Plan, this would be primarily achieved through the improvement and/or reconfiguring of existing rights-of-way. No new roadways are proposed that would induce growth in undeveloped areas of the planning area or surrounding communities.

The purpose of the General Plan Update is to guide growth and development in the community and provide a framework in which the growth can be managed and tailored to suit the needs of the community and the surrounding area. Adoption of the General Plan Update would allow development in the City through a system of land use designations. Changes to these designations occur predominantly along major commercial corridors and industrial areas, where increases in allowable floor area ratio (FAR) and/or land use changes would be allowed. As discussed in Chapter 3, *Project Description*, General Plan buildout would result in a population of approximately 74,831 people, 25,634 jobs, and 25,153 housing units. Therefore, the project would be considered to be growth inducing, although the project would merely accommodate growth based on market conditions.

Would this project result in the need to expand one or more public services to maintain desired levels of service?

As discussed in Section 5.11, *Public Services*, as La Habra continues to grow, it would require further commitment of public services in the form of fire protection, police protection, schools, recreation, and other public services. An increase in development in the City would require an increased commitment to public services that would be considered a long-term commitment in order to maintain a desired level of service.

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

Implementation of the General Plan Update would create a number of temporary construction jobs during project development. This would be a direct, growth-inducing effect of this project.

As the population grows and occupies new dwelling units, new residents would seek shopping, entertainment, employment, home improvement, auto maintenance, and other economic opportunities in the surrounding area. This would facilitate economic goods and services and could, therefore, encourage the creation of new businesses and/or the expansion of existing businesses to address these economic needs. Based on the proposed land use plan, a few corridors in the planning area would generate the majority of new commercial and industrial square footage and employment growth: Beach Boulevard, La Habra Boulevard (including Downtown), Whittier Boulevard, and the industrial area in the City's southeast corner. Although the additional development capacity allowed in these areas far exceeds growth forecasts, the General Plan Update provides flexibility as to where growth can be accommodated. It is highly unlikely that the maximum growth

allowed under the proposed land use plan would occur, due to future market demand, site constraints, and property owner willingness to take advantage of new land use designations. However, commercial uses allowed under the proposed land use plan are intended to serve the shopping needs of the future residents and would generate additional employment opportunities. Therefore, the General Plan Update would have both direct and indirect growth-inducing effects.

Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Approval of the proposed General Plan Update would not set a precedent that could encourage and facilitate other activities that could significantly affect the environment. Cities and counties in California periodically update their general plans pursuant to California Government Code Sections 65300 et seq.

As discussed in Section 3, *Project Description*, the proposed project consists of the update of the proposed General Plan, which includes a revision of the current General Plan land use map; revision of General Plan elements required by the State of California; and optional elements. Unlike most General Plans, which are organized into stand-alone General Plan "elements," the goals and policies in the General Plan Update are grouped into six "chapters": Community Development, Mobility/Circulation, Infrastructure, Community Services, Conservation and Natural Resources, and Community Safety. Sections within these chapters address specific topics. For example Community Development includes the following sections: Land Use, Economic Development, Housing (the City's housing element, as required by state law), Historic/Cultural Resources, Community Identity, and Growth Management. Policies and programs included in these sections replace, supplement, or elaborate on those in the adopted General Plan.

For most of the planning area, the proposed land use plan preserves land uses and development intensities allowed under the adopted General Plan. In particular, changes in use or development intensity are not proposed for single-family neighborhoods, the most extensive existing land use in La Habra. New development and redevelopment resulting from implementation of the proposed General Plan would largely be accommodated in major commercial corridors and other areas currently dominated by nonresidential development, such as Downtown La Habra and the industrial area in the southeastern corner of the City. Specific development projects are not proposed as part of the General Plan Update; development would result from regional economic conditions and market demands for housing, commercial, office, and industrial land uses.

Table 3-3 provides buildout projections for the proposed land use plan. Projections are based on adjusted buildout capacity (dwelling units, population, nonresidential square footage, and employment) of each land use designation according to allowable densities and reasonable growth assumptions. (See Chapter 3 for an explanation of the methodology used to calculate project buildout.) As shown in Table 3-3, buildout of the proposed land use plan is projected to generate approximately 25,153 dwelling units, 74,831 people, and 25,634 jobs. This would represent an increase of 5,229 units from the existing 19,924, approximately 13,629 residents more than the existing 61,202, and approximately 9,570 additional jobs compared to the existing 16,064. As discussed in Sections 5.2, 5.5, and 5.9 of this EIR, implementation of the General Plan Update

10. Growth-Inducing Impacts of the Proposed Project

would result in significant and unavoidable adverse impacts related to air quality, greenhouse gas emissions, and noise.

SCAG growth projections estimate that La Habra will have 62,300 residents, 19,300 households, and 17,600 employees in 2035 (SCAG 2012b). Buildout of the General Plan Update would therefore result in an increase of 12,531 residents, 4,595 households, and 8,034 employees above SCAG's 2035 growth projections. However, the City is almost entirely built out, and future development would be mostly infill. Because implementation of the General Plan Update would not open up new land for development or dramatically increase development intensity, growth would likely be incremental and distributed throughout the planning area. Therefore, adoption of the General Plan Update is not considered a precedent-setting action. Subsequent actions would require environmental analysis and associated mitigation to ensure that such subsequent impacts would not significantly affect the environment.

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City of La Habra

GENERAL PLAN

City Of La Habra

Final Environmental Impact Report

For: General Plan 2035

Certified January 21, 2014

Appendices A-I

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ENVIRONMENTAL IMPACT REPORT
(AS AMENDED)
FOR:

LA HABRA GENERAL PLAN UPATE

VOLUME II

STATE CLEARINGHOUSE NO: 2013051092

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